

Fifth Series, No. 14

Thursday, March 6, 1975
Phalguna 15, 1895 (Saka)

LOK SABHA DEBATES

**Thirteenth Session
(Fifth Lok Sabha)**



सत्यमेव जयते

LOK SABHA SECRETARIAT

New Delhi

Price- Rs 2.00

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LOK SABHA DEBATES

LOK SABHA

Thursday, March 6, 1975/Phalguna
15, 1896 (Saka).

The Lok Sabha met at Eleven of
the Clock.

[MR. SPEAKER in the Chair]

ORAL ANSWERS TO QUESTIONS

SHRI JYOTIRMOY BOSU (Diamond Harbour): Sir, I have given notice to suspend the Question Hour to enable this House to take up certain issues which have come on the surface today. If you kindly take the trouble to visit Red Fort ramparts, you will see that there is an ocean of human beings..

MR. SPEAKER No, I am not allowing it.

(Interruptions)

MR. SPEAKER. No, I am not allowing him.

(Interruptions).

MR. SPEAKER: Kindly sit down. The question hour cannot be suspended.

SHRI JYOTIRMOY BOSU: I am reading my notice .. (Interruptions)

MR. SPEAKER: I have not given consent to it.

SHRI JYOTIRMOY BOSU: The entire city is....

MR. SPEAKER: I have not called any member. Nothing will go on record.

SHRI JYOTIRMOY BOSU: * * *

MR. SPEAKER: Shri Lakkappa—absent; Shri Barman.

SHRI R. N. BARMAN: Q. No. 243.
(Interruptions).

Forged International Vaccination
(Interruptions)

*243. SHRI R. N. BARMAN: Will the Minister of HEALTH AND FAMILY PLANNING be pleased to state:

(a) the travel agencies against whom investigations were made by local authorities in connection with forged international vaccination certificates;

(b) the names of persons arrested in this vaccination racket; and

(c) how many of them have been penalised so far and the nature of the penalty imposed on them?

THE MINISTER OF HEALTH AND FAMILY PLANNING (DR. KARAN SINGH): (a) Complaints received in connection with forged international certificates are under investigation by the police.

(b) No arrests have been made so far.

(c) The question does not arise.
(Interruptions)

MR. SPEAKER: I am not giving my consent to it. I am not allowing the Question Hour to be suspended.

(Interruptions)

MR. SPEAKER: If you go on like this, I will not allow anything to go on record. Nothing will go on record. Please don't interrupt the proceedings of the House. There is a limit to it.

I have not allowed the adjournment motion. I am not suspending the Question Hour.

(Interruptions)

Nothing will go on record. I have not called anybody.

(Interruptions)

SHRI SAMAR MUKHERJEE (Howrah): Please allow Mr. Jyotirmoy Bosu to make his submission. We are all agitated.

MR. SPEAKER: On what? He has already made a brief submission

SHRI SAMAR MUKHERJEE: He wants the Question Hour to be suspended. He will make a brief submission on that.

MR. SPEAKER: I do not understand this. They have not even started from there. Nobody knows from where they are coming, and these people, without knowing them, without seeing them, are telling so many things

(Interruptions)

SHRI JYOTIRMOY BOSU: I want to make a brief submission on the notice that I have given you.

MR. SPEAKER: In one minute you can say that.

SHRI JYOTIRMOY BOSU: I have given notice of a motion under the appropriate rules to suspend the Question Hour and to take up a motion which reads as follows:

"Delhi has become a barricaded...

MR. SPEAKER: No, please,

(Interruptions)

MR. SPEAKER: The notice before me is under Rule 388. I have not

given my consent. This is the fresh one you are raising.

SHRI JYOTIRMOY BOSU: You do not see the papers.

MR. SPEAKER: This is not the one I have here. Please sit down. You have given notice of a motion for suspension of the question hour. That is the one before me. I have not given my consent to it.

SHRI JYOTIRMOY BOSU: I was making a submission that to-day why I wanted the suspension of the Question-Hour under Rule 388 and that Rule 32 be suspended.

MR. SPEAKER: There is no speech along with that. Please finish your submission in one minute.

SHRI JYOTIRMOY BOSU: I am not a machine-gun.

MR. SPEAKER: You are more than a machine-gun.

SHRI JYOTIRMOY BOSU: I cannot do even a single-shot firing. The motion is:

- (1) That Delhi has become a barricaded city. I went round and saw it myself.
- (2) The imposition of the prohibitory orders by the Central Government under Rule 144 on the eve of the historic People's March to Parliament and to meet the hon. Speaker by prior appointment.
- (3) The deployment of Delhi Police, an additional 15,000 CRP and police forces from other States to prevent the people's march...

(Interruptions)

SHRI DINESH CHANDRA GOSWAMI (Gauhati): How does a discussion arise here when you have not given your consent?

SHRI JYOTIRMOY BOSU: Over and above this, the Government has

prohibited buses from entering into the city and bus drivers are intimidated.

SHRI H. K. L. BHAGAT (East Delhi): They are all false allegations. So far everything in Delhi is non-violent. All his allegations are false... sound and seen. I have seen myself. Everything is peaceful and non-violent. All his allegations are false... (Interruptions) It is absolutely non-sensical and false... (Interruptions) The buses are running, the shops are open and there is complete peace and normalcy. I have gone round myself and seen. Their so-called people's march to Parliament is doomed to failure. That is what is irking them. That is why all these things.

(Interruptions)

MR. SPEAKER: On the merits of this I have not allowed this adjournment motion. It is the duty of the Government to maintain law and order. It is a question of law and order. There is no question of adjournment on this. I never allow adjournment motions to be raised during Question-Hour. There is no case for suspension of the Question-Hour.

SHRI JYOTIRMOY BOSU: We would not allow the House to proceed.

MR. SPEAKER: If you would not allow the House to function properly, then, kindly leave the House.

(Interruptions)

MR. SPEAKER: I would request all of you to kindly sit down or to please leave the House.

SHRI SAMAR MUKHERJEE: You please allow him to make his submission.

MR. SPEAKER: But he is not finishing.

(Interruptions)

SHRI SAMAR MUKHERJEE: Actually, all the roads are barricaded.

Thousands of policemen have been deployed. We do not know whether we are in the midst of a civil war or not. So many millions of people have come for the march. They are trying to create terror among the people. They are coming to meet you. The demands on which they are coming here are....

MR. SPEAKER: When they are coming to me, why do you want to anticipate.

(Interruptions)

MR. SPEAKER: Because I do not allow the suspension of the Question-Hour, you want to create all the trouble.

(Interruptions)

SHRI SAMAR MUKHERJEE: People are coming before you; they have come to submit their demands before you. They are being prevented.

MR. SPEAKER: Why do you anticipate that they are not coming? They are coming to me and I have given them the time.

SHRI JYOTIRMOY BOSU: You are elected by the people to come to the House...

MR. SPEAKER: Will you kindly hold your observations?

SHRI JYOTIRMOY BOSU: I will stick to it.

SHRI SAMAR MUKHERJEE: Why so many elaborate police arrangements? Why so many barricades? Mr. Speaker, Sir, you were requested to be present so that you can receive the Memorandum. But why was this interfered with? Why should there be such elaborate arrangements, Sir?

MR. SPEAKER: It is the duty of the Government to maintain law and order. It is an administrative matter. Please sit down. Please don't interrupt the proceedings of the House.

आप की पार्टी तो उस में है नहीं। आप बैठे बैठे ही हीरो बनना चाहते हैं।

SHRI SAMAR MUKHERJEE: Sir, we have said about our position clearly. We have made a public statement why we are not participating in the demonstration. But we have made it completely clear that we support all the demands which they are making and we support them. These are demands coming from the people. Emergency is being imposed in the interest of the ruling party and they are the unfortunate victims.

THE MINISTER OF WORKS AND HOUSING AND PARLIAMENTARY AFFAIRS (SHRI K. RAGHU RAMAIAH): This is absolutely wrong. Sir, this cannot go on like this. I request you to see that this does not go on like this.

(Interruptions)

MR. SPEAKER: Mr. Jyotirmoy Bosu, you have said what you wanted to say. Order please.

SHRI NOORUL HUDA (Cachar): This is a Police Raj...

MR. SPEAKER: Kindly sit down. Don't interrupt the proceedings of the House. It cannot go on like this. Order please.

SHRI NOORUL HUDA: The whole city is full of barricades and there are police personnel everywhere. Have the people no right to demonstrate before the Parliament, Sir, they wanted only to present the Charter of Demands before you.

(Interruptions)

MR. SPEAKER: Don't go on like this. Order please. I am sorry you are interrupting the proceedings. I have heard you. I am not prepared to listen to you any more.

May I request you to hear me? Your observations are going far beyond my tolerance. I have waited for half an hour so that better counsel may prevail on you.

मैं आप से आठ घंटे से कह रहा हूँ कि सस्पेंशन ऑफ बॉम्बिंग आर के लिये मैंने कंसेंट नहीं दिया है। आप ने यह सोच ही रखा है कि आज कुछ करना है। एक मिनट में कह लीजिए जो कहना है।

श्री जयकुमार बोडे (नागपुर): प्रभावशाली महोदय, दिल्ली शहर में लाखों की तादाद में जनता इकट्ठी हुई है। (अव्यवधान)

SHRI NOORUL HUDA: What is the harm in listening to us? The people's demands are already before you.

श्री जयकुमार बोडे: जन भावना का प्रतीक बनना, हमारा सब का फर्ज है। हम उस जुलूस में शरीक नहीं हुए। ऐसी अवस्था में (अव्यवधान)

बिनाउट इंटरप्शन आप को सुनना होगा। इन का ऐसे ही इंटरप्शन होगा तो हम भी इंटरप्ट कर सकते हैं। ... (अव्यवधान) ... यदि ये इंटरप्ट करना चाहते हैं तो वह ताकत इंटरप्ट करने की हम भी रखते हैं। हमारी आप से दरखास्त है कि प्वाइंट ऑफ सबमिशन के लिए आप ने मुझे वकन दिया है, आप सुन लीजिये।

MR. SPEAKER: I have given a minute to make your submissions.

मैं ने आप को एक मिनट दिया है। एक मिनट में कह लीजिये। आप को क्या कहना है।

श्री जयकुमार बोडे: इसी वक़्त मैं हाउस को कंट्रोल करना आप की जिम्मेदारी है और हाउस को काउन्ट करना आपकी जिम्मेदारी है। बदकिस्मती से आप हाउस को कंट्रोल करने में नाकामयाब हो रहे हैं। इसलिये हाउस को कंट्रोल कीजिए, उस में कामयाबी हासिल कीजिए फिर हम आप से कुछ कहेंगे।

(अव्यवधान)

अध्यक्ष महोदय, हम विरोधी दल के लोग उस जुबूस में शरीक नहीं हुए। लाखों लोग दिल्ली शहर में इकट्ठा हुए इस में कोई शक नहीं है। ऐसी अवस्था में उन को लाठियों से...

SHRI B. R. SHUKLA (Bahraich): Mr. Speaker, Sir, I now rise on a point of order. Are you going to allow this during Question Hour?

अध्यक्ष महोदय : एक मिनट आप को कहा था, एक मिनट में आप खत्म कर लीजिये।

श्री जादुवंत घोड़े : अध्यक्ष महोदय, ऐसी अवस्था में हमारी भावनाओं, हमारे विचारों को क्वेश्चन आवर में प्रकट करने का दूसरा रास्ता हमारे पास नहीं था। पार्लियामेंटरी डेमोक्रेसी में जो अधिकार हम को हासिल हैं, ऐसी अवस्था में इस क्वेश्चन आवर में हमारा मानस, हमारे विचार प्रकट करने का यही रास्ता है। हम ने आप को अधिकृत नोटिस दिया है कि आप आ. क्वेश्चन आवर सम्पेण्ड कर दें। जब जन-आन्दोलन चल रहा है, लाखों लोग यहां धाये हैं, हो सकता है कि शहर में कुछ भी हो जाय, ऐसी अवस्था में एक घंटे का क्वेश्चन-आवर सम्पेण्ड कर दिया जाय तो उस से कोई अन्तर नहीं पड़ेगा। हम ने देखा है कि हर रोज इस हाउस के कई घंटे बेकार जाते हैं, लेकिन आज जन-आन्दोलन का ख्याल रखते हुए, लोगों की भावनाओं का ख्याल रखते हुए, यदि आप ने क्वेश्चन-आवर सम्पेण्ड कर दिया तो कोई बुरी बात नहीं होगी, बल्कि पार्लियामेंटरी डेमोक्रेसी के अनुरूप बात होगी। यदि यह सम्भव नहीं होता है तो हम को जो अधिकार प्राप्त हैं, उन के अनुसार पूरे क्वेश्चन आवर में हम बोलते रहेंगे। आप यदि सम्पेण्ड नहीं करते हैं तो हम अपनी पूरी ताकत से क्वेश्चन-आवर नहीं होने देंगे। इन बातों का ख्याल रखते हुए यदि इस हाउस को इस समय चलाना असम्भव है तो आप इसी प्रश्न को ले कर हाउस की एडजर्न कर सकते हैं।

SHRI P. G. MAVALANKAR (Ahmedabad): Mr. Speaker, Sir, you have already called me. May I make a submission?

MR. SPEAKER, Sir, more than half an hour has already been spent without any question being put. Now, my submission is this. Although my friend Mr. Jyotirmoy Bosu gave a regular notice to suspend the Question Hour, you were pleased to give your definite ruling that the Question Hour according to you, cannot be suspended.

Whether the march today in Delhi is historic or other-wise, whether four lakhs have gathered or ten lakhs have gathered, the march is going to come eventually (*Interruptions*), Sir, whether Delhi is full of barricades, etc. is also a matter of opinion and controversy. My submission is this. Question Hour being a very important right of the Members and since you have already given your ruling, you may kindly request all Members to keep quiet, and you may then give them chance to make their submissions on this historic event soon after the Question Hour is over. (*Interruptions*).

My point is, after all, whether Congress Members like it or not, the fact remains that it is a very important event which is taking place today. When, sir, lakhs of people have come from different parts of the country to take part in a peaceful procession and to register their protest and to present the people's petition to you, Sir, then this House has a right to reflect its own views. My point is, let it be done after the Question Hour and you may kindly allow submissions on this point.

SHRI DINESH CHANDRA GOSWAMI: A notice for the suspension of the Question Hour was placed before you and you, in your wisdom, after considering it, have given the ruling that the Question Hour cannot be suspended. What is the impact of

this march, whether it should be discussed or not, it is not for us to decide all that. After all, you are the person who decide, but we feel that in order that this House runs properly, the discretion should be left with you. Always, after the Question Hour is over, many matters on which we have difference of opinion, and which we feel should not be raised in this House, are raised either with your permission, or sometimes even without your permission. Our submission is that the question Hour should go on. After the question Hour, obviously during the zero Hour it will be left to you to decide whether you should permit any discussion to take place. We are not debarring a discussion. It will be up to you, and whatever be your decision, we will abide by it. But this way of obstructing the proceedings of the House is not only unparliamentary, but if this is permitted, we feel that this will become a precedent for this future also. Because of four or five persons the House will be held to ransom. We cannot allow this to happen that four or five persons hold the House to ransom at their own sweet will. Therefore, we feel that you should allow the Question Hour to go, and if they do not want it, they need not participate, but their attitude only reflects their frustration. Because they have not been able to produce a situation out side the House, they want to creat a situation in the House. Therefore, my submission is that the Question Hour should go on, and if there is anthing which they want to express, they will be able to express it in zero Hour subject to your permission. (*Interruptions*).

MR. SPEAKER: The Question Hour must proceed.

SHRI JYOTIRMOY BOSU. What has happened to my motion?

MR. SPEAKER: I am not giving my consent.

SHRI JYOTIRMOY BOSU: Which one?

श्री ज्योत्स्नर बिष : (इलाहाबाद)

अध्यक्ष महोदय, आप ने सब को बुलाया है, हम को भी बोलने का मौका दीजिए ।

अध्यक्ष महोदय : उधर से दो को बुलाया है, दोनों को सुन लिया है ।

I am not allowing anything more.

SHRI JYOTIRMOY BOSU: It is a glorious day for you that the entire country is coming to give you a petition. You should be gratified that a million people are coming to you. You are going to make history because of this. Do you know they are all coming to you?

MR. SPEAKER: They are coming to me in a very constitutional manner. I am going to meet them. What is wrong about it? They are very welcome to see me.

SHRI SAMAR MUKHERJEE: That is our point. What is wrong if a million people come to submit their demand to you? Why do they barricade.

MR. SPEAKER: If they are coming to submit their demand, nobody prevents them.

SHRI SAMAR MUKHERJEE: Then, why these arrangements of the police, why this barricading?

SHRI NOORUL HUDA: Why should they employ lakhs of policemen and CRP personnel to suppress the demonstration? They are the people of our country. They are coming to present a charter of demands to you, the Speaker of the House of Parliament. Have they no right to submit a charter of demands to you? Why should Government put up barricades? That is our question. Please direct the Leader of the House and the Home Minister and ask them why they have employed the policemen, in such large numbers.

SHRI H. K. L. BHAGAT: Life in Delhi is peaceful and normal. They are making false and baseless allegations because their demonstration has not got strength.

MR SPEAKER: I am exercising extreme tolerance and patience, but this is coming to an end very soon. The way you are going there is no other alternative except that I will have to perform certain very unpleasant duties. For 45 minutes you have been doing like this. I do not want to spoil the atmosphere. The leaders are coming and I have told them that they are very welcome to see me. But the way you are doing it, you are not doing any service to them. You are not doing any service to this cause. I do not want that we should go to that extent that the idea with which they are coming should get lost. In this way I cannot go on tolerating it for ever. I tell you once and for all. There is a limit for me. I just wanted the people to know what you are doing before I take action. I want the people to know what you are doing so that our action later on may be justified.

श्री चन्द्र शंलानी (हाथरस) इन के आका, जय प्रकाश नारायण ने देश की जनता का जो आह्वान किया था उस को देश की जनता ने ठुकरा दिया। मुँह के साथ जिस तरह लोग जाया करते हैं उसी तरह वे लोग उन क जलूम के साथ चल रहे हैं मैं स्वयं देखकर आया हूँ कि कितने लोग उन के साथ हैं। किसी प्रकार की कोई बदअमनी दिल्ली शहर में नहीं है।

(व्यवधान)

अध्यक्ष महोदय : यह देश को देखना है कि यह पार्लियामेंट बहस से चलती है या आर्टिग से चलती है। हम इस को देख रहे हैं कि कहाँ जाते हैं। माननीय जनेश्वर मिश्र जी, आप एक मिनट में अपनी बात कह दीजिए।

श्री जनेश्वर मिश्र अध्यक्ष महोदय, माननीय ज्योतिर्भय बसु ने जो नोटिस दिया

क्वैश्चन आवर सस्पेण्ड करने के लिये और एडजर्नमेंट मोशन लेने के लिये, वह नोटिस मंने देखा। इस की जानकारी मुझे पहले नहीं थी। लेकिन मैं इस का समर्थन करना चाहता हूँ।

मैं जब आ रहा था मसद में तो पुलिस के जवानों ने मुझे रोका।

(व्यवधान)

अध्यक्ष महोदय : कोई मेम्बर को नहीं रोक सकता।

श्री जनेश्वर मिश्र मुझे अपना आइडेंटिटी कार्ड दिखाना पड़ा, जो कि मुझे किसी भी दिन नहीं दिखाना पड़ना था। क्या वजह है कि आज ही यह जरूरत पड़ने लगी। तब क्वेश्चन आवर क्यों चले ?

दूसरी बात यह है कि इन लोगों की तरफ से मंने शहर में पोस्टर छपा है कि 'यह लोग जनतन्त्र को तोड़ने जा रहे हैं। यह पोस्टर है 'हम चले उपद्रव मचाने, जनतन्त्र हटाने।' जब कि हम जनता की तकलीफ़ की बात करने आ रहा है। सत्ताखंड दल जिस तरह में काम कर रहा है (व्यवधान) जब हम मसद मदस्थ की हैमियन से यहाँ आते हैं तो इन की पुलिस के सिपाही हम को रोकने हैं। क्या होगा क्वेश्चन आवर चल कर अगर इन प्रदर्शन में जनतन्त्र टूट रहा है। अगर जयप्रकाश नारायण जी के प्रदर्शन से जम्हूरियन टूट रही है, जैसा कि यह लोग कहते हैं तो इस हाउस में क्वेश्चन आवर का क्या मतलब होता है ? इस से भी बड़ा कोई प्रश्न हा सकता है आज देश को सामने ?

अध्यक्ष महोदय : कौन जम्हूरियत तोड़ रहा है वह तो प्रायः की तरफ़ में देख रहा हूँ।

श्री जनेश्वर मिश्र आप जा कर देख लें, लाओ को नादाद में लोग आये हैं .. (व्यवधान) हम मसदा की कार्यवाही में कैसे हिंसा लें जब पुलिस वाले हम को बाहर रें और कहें कि हम नहीं जा सकते।

अध्यक्ष महोदय : आप कृपया बैठें । आप ने फीसला किया है कि क्वेश्चन आवर को नहीं चलने देंगे । हम भी देख रहे हैं कि आप क्या भाषण करते हैं ।

श्री जनेश्वर मिश्र : आप देखें कि कितनी पुलिस दिल्ली शहर में लगाई गई है । क्यों लगाई गई है ? पटेल चौक से ले कर बोट क्लब तक दफा 144 लगी है । तब कैसे यह हाउस चल सकता है । यह संसद दफा 144 के पदों में चलेगी । अगर ऐसा होगा तो जनता आप को हटा देगी । . . . (व्यवधान)

अध्यक्ष महोदय : आप बैठने का नाम नहीं लेते हैं ।

श्री शंकर बेब (बीदर) : माननीय सदस्य ने क्वेश्चन आवर सस्पेंड करने के लिये नोटिस दिया है । उस के ऊपर विचार कर के जो कुछ भी जजमेट स्पीकर महोदय लें, उमका आप पालन करेंगे कि नहीं ? अनुशासन की कोई मर्यादा है कि नहीं ?

चार चार आदमी इकट्ठे खड़े हो कर बात करेंगे, तो कुछ बात सुनाई नहीं देगी मैं यह कहना चाहता हूँ कि, स्पीकर साहब, कि इस हाउस के अन्दर आप को अनुशासन का पालन करना पड़ेगा और जो कोई अनुशासन का पालन नहीं करने हैं उन को यह चाहिये कि वे इस हाउस को छोड़ कर चले जायें । . . . (व्यवधान) . . .

श्री राम रतन शर्मा (बांदा) : अध्यक्ष महोदय, अभी हमारे बहुत से साथी इस बात पर विश्वास नहीं कर रहे हैं कि इस संसद में अध्यक्ष महोदय को जापान देने के लिये देश के कोने कोने से लगभग 10 लाख से ऊपर जनता आई है । . . . (व्यवधान) मुझे बड़ा आश्चर्य होता है, अध्यक्ष जी, कि ये लोग जिन के ऊपर स्कैंडल की कालिख लगी हुई है, तरह तरह के स्कैंडल में सर से पैर तक, चोटी से पैर तक, ये बबे हुए हैं,

उन के अन्दर यह हिम्मत है कि जनता की आवाज को इस तरह से दबा दो । अध्यक्ष जी, मैं श्री ज्योतिर्मय बसु के प्रस्ताव का समर्थन करता हूँ और आप से निवेदन करता हूँ कि क्वेश्चन आवर को सस्पेंड कर दिया जाए और एडजोर्नमेंट मोशन, जो उन्होंने दिया है, वह लिया जाए ।

अध्यक्ष महोदय : न क्वेश्चन आवर सस्पेंड करना है और न एडजोर्नमेंट मोशन मैं मान रहा हूँ । यह मैंने आप को साफ बोल दिया है ।

श्री जनेश्वर मिश्र : यहां पर इन को पुलिस के सिपाही समद सदस्यों को आने में रोक रहे हैं और सत्कारु दल के लोग इस जनता के प्रदर्शन को कह रहे हैं कि यह जम्हूरियत को खत्म करने वाला है । इस माहोल में हम संसद में काम कैसे करें जब कि ये कहते हैं कि जनता की भीड़ इस जनतन्त्र को तोड़ने आई है । क्या आवश्यकता है क्वेश्चन आवर की ?

अध्यक्ष महोदय : प्रदर्शन का तो कल पत चलेगा, अभी क्या ।

श्री जनेश्वर मिश्र : आप प्रधान मंत्री जी को ले कर चलिये और प्रदर्शन देखिये । हमारी चुनौती है कि 10 लाख लोग आए हैं । . . . (व्यवधान)

एक माननीय सदस्य : ये झुठ बोल रहे हैं ।

श्री शंकर बेब : जो लोग नहीं देखना चाहते, उन पर आप क्यों जबर्दस्ती करते हैं कि वे बहाने जाएं : जो जाना चाहते हैं वे चले जायें लेकिन यहां की कार्यवाही चलती रहनी चाहिए । . . . (व्यवधान) ।

Attempted Sabotage of Pan American Boeing-747 over Burma

*245. SHRI K. MALLANNA: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether an Indian businessman, identified as Shri Gobind Ram Dang of New Delhi, has confessed to the attempted sabotage of a Pan American Airways Boeing-747 Jumbo Jet over Burma; and

(b) if so, the facts thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI BIPINPAL DAS): (a) and (b). According to our information Shri Gobind Ram Dang an Indian national is reported to have confessed to the Thai authorities that he made an unsuccessful attempt to blow up the aircraft when he was aboard Pan Am flight 001 on February 2, 1975 when the aircraft was approximately over Rangoon. The aircraft returned to Bangkok and he is presently in the custody of the Thai authorities.

Expansion of Special Steel Plant at Rourkela

*246. SHRI GAJADHAR MAJHI: Will the Minister of STEEL AND MINES be pleased state:

(a) whether Steel Authority of India Limited has drawn up a long-term expansion programme for the Special Steel Plant at Rourkela; and

(b) if so, the estimated cost as well as the foreign exchange component thereof?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND MINES (SHRI CHANDRAJIT YADAV): (a) Yes, Sir,

(b) The estimated cost is Rs. 35.1 crores including foreign exchange of Rs. 9.0 crores.

Verification of Membership of Trade Union Organisations

*252. SHRI DAMODAR PANDEY: Will the Minister of LABOUR be pleased to state:

(a) when the next verification of membership of various central trade union organisations will be undertaken; and

(b) how Government propose to overcome the obstacles in conducting the verification?

THE MINISTER OF LABOUR (SHRI RAGHUNATHA REDDY): (a) and (b). The whole matter is under examination.

MR. SPEAKER: Shri Ram Gopal Reddy.

SHRI M. RAM GOPAL REDDY: Question No. 257.

(Interruptions)

MR. SPEAKER: You are deliberately interrupting the proceedings of the House.

(Interruptions)

Buying of Ships from GDB

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*257. SHRI M. RAM GOPAL REDDY:

SHRI R. S. PANDEY:

Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether an official team headed by the Secretary of his Ministry visited G.D.R. to buy ships; and

(b) if so, the results of the visit?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI H. M. TRIVEDI): (a) and (b). During its recent visit to G.D.R., a team led by the Secretary, Ministry of Shipping and

Transport discussed with the concerned authorities the scope for acquisition of vessels in addition to those already on order. The G.D.R. side has offered to supply 5 container oriented cargo liner vessels of 13,810 DWT each during 1978-80. The technical and other details are expected to be made available by June, 1975.

Khetri Copper Project

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*258 DR. H. P. SHARMA:

SHRI MOHINDER SINGH GILL:

Will the Minister of STEEL AND MINES be pleased to state:

(a) whether the Copper Project at Khetri has been inaugurated;

(b) if so, the stage of production and utilisation of installed capacity reached so far; and

(c) the time by which the project is likely to commence capacity production?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND MINES (SHRI SUKHDEV PRASAD): (a) Yes, Sir. The Copper Smelter at Khetri was formally inaugurated by the Prime Minister on the 5th February, 1975.

(b) The plant, having a capacity of 31,000 tonnes of electrolytic copper per annum, is in the initial stages of production. The production process is currently being stabilised. So far, about 2,000 tonnes of blister copper has been produced since commissioning of the plant in November, 1974.

(c) The capacity production at Khetri Smelter is expected to be achieved only when the Malanjkhand Copper Mine and Concentrator Plant go into production. The production of copper metal during 1975-76 is expected to be 18,000 tonnes, comprising 8,000 tonnes from the ore to be mined at the Khetri Copper Complex and

the balance 10,000 tonnes by smelting copper concentrates proposed to be imported. The plant is expected to attain about 80 per cent of its rated capacity by 1977-78 by using the indigenous copper concentrates from Khetri supplemented by imported concentrates.

Medical Facilities to Rural population of Madhya Pradesh

*259. SHRI G. C. DIXIT: Will the Minister of HEALTH AND FAMILY PLANNING be pleased to state:

(a) whether adequate medical facilities are not available to the rural population in Madhya Pradesh at present;

(b) whether any measures have been taken to ensure better health services and medical facilities in rural areas in Madhya Pradesh; and

(c) if so, the outlines thereof?

THE MINISTER OF HEALTH AND FAMILY PLANNING (DR KARAN SINGH): (a) to (c) A statement containing the required information is laid on the Table of the Sabha

Statement

There are 457 Community Development Blocks in Madhya Pradesh. 457 Primary Health Centres are functioning in these Blocks. Some of the Blocks however, have more than one primary health centre with the result that five more primary health centres need to be established on the basis of the norm of one PHC per block. There are 23 primary health centres with one doctor and 434 with two doctors.

A sub-centre is required to be established for each Unit of 10,000 population. On this basis 3487 sub-centres are required. Of these, 2724 are already functioning.

Medical facilities are also available through the following institutions:—

Hospitals/Dispensaries	.. 736
Ayurvedic Aushadhalayas	.. 1510
Upgraded dispensaries	.. 87

The State Government have proposals for augmenting these facilities further.

MR. SPEAKER: The question Hour is over.

(Interruptions)

SHORT NOTICE QUESTION

Mining Accident near Mael Colliery in Karanpura Coal Field

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2. SHRI DAMODAR PANDEY;
SHRI BIRENDER SINGH
RAO

Will the Minister of LABOUR be pleased to state:

(a) whether a number of miners were killed in a mining accident near Mael colliery in Karanpura coalfield;

(b) if so, the number of persons killed and the number injured;

(c) whether the mine was working with the knowledge of Government;

(d) what action Government propose to take against the persons responsible for this accident and also to prevent future accidents like this; and

(e) whether it is in the knowledge of Government that there are several mines working in that area in the same manner with or without lease and appropriate permission of Government?

THE MINISTER OF LABOUR
(SHRI RAGHUNATHA REDDY):

(a) Yes, Sir.

(b) It has been reported by the Director General of Mines Safety that six persons died and three others seriously injured in an accident that took place on 22nd February, 1975 while illegal excavation for coal was being done by several villagers at the North Bank of the Damodar River opposite Mael Colliery in District Giridih (Bihar).

(c) The offices of the Directorate General of Mines Safety had in November, 1973 brought to the notice of the concerned local authorities of the State Government the incidence of this illegal mining

(d) The Government are examining as to what action can be taken under the Mines Act. The Government are also considering the question of setting up a Court of Enquiry under the Mines Act to go into the causes and circumstances of this accident, as also the more general questions of such illegal mining in the context of safety.

(e) The existence of such illegal mining has been brought to the notice of the State Government of Bihar and of the Department of Coal.

(Interruptions)

एक माननीय सदस्य : पुलिस ऊपर उनको मार रही है आप रुकवाइये ।

(Interruptions)

श्री जाबुबंत घोटे : उसकी उन्होंने गर्दन पकड़ ली है और गर्दन पकड़ कर ले गए हैं . . .

MR SPEAKER: Order, please. Whoever obstructs the proceedings from the gallery has to be removed. He was resisting the Watch and Ward persons.

श्री जाबुबंत घोटे : इस हाउस में यह चीज होती है तो क्या होगा । आपकी हाजिरी में, आपकी मौजूदगी में यह सब हो रहा है

और आप यह सब देख रहे हैं। गर्दन पकड़ कर ले जाना ठीक नहीं है। एक आदमी के ऊपर पांच पांच और दस दस पिल पड़े थे। यह तरीका ठीक नहीं है।

अध्यक्ष महोदय : उसको जब बाहर ले जा रहे थे।

he was resisting with his arms. I saw him.

वह उनको मार रहा था।

श्री जाबवंत घोंटे : उसको निकाला जा सकता था लेकिन इस तरह से नहीं कि गर्दन पकड़ कर निकाला जाता और एक पर दस-दस आदमी पिल पड़े। ऐसा हुआ तो एक दिन ऐसा भी आएगा हाउस से जबकि जो पार्टी इन पावर है उसके लोग अपने बैचों को छोड़ कर भा जाएं और हमारे गले घोटने लग जाए . . .

अध्यक्ष महोदय : ऐसा कभी नहीं होगा, ऐसा दिन कभी नहीं आएगा। ऐसे कभी नहीं होने दिया जाएगा। आप बेफिक्र रहे। कभी ऐसा नहीं हो सकता है।

श्री बामोदर पांडे : मेरे प्रश्न का मन्त्री महोदय ने सन्तोषजनक उत्तर नहीं दिया है। यह पहली दुर्घटना वहां नहीं हुई है, दूसरी हुई है . . . (*Interruptions*) इस में दस पन्द्रह आदमी मारे गए हैं। अभी तक आठ लाखें बरामद हो चुकी हैं। मैंने पूछा था कि आपको ऐसी जानकारी है या नहीं कि इस तरह की खानें वहां चल रही हैं कि पट्टा होने अथवा पट्टा और सरकार की उचित . . . (*इंटरप्शन*) अनुमति न होने पर इसी प्रकार कार्य कर रही हैं। इसकी कोई जानकारी नहीं दी गई है . . . (*Interruptions*) जो उचित कार्रवाई वहां उत्तरदायी व्यक्तियों को थमकों की सुरक्षा हेतु करनी चाहिये थी वह भी उन्होंने नहीं की। मैं जानना चाहता हूँ कि इस तरह की कितनी खदानें उस इलाके में चल रही हैं और अगर वे अवैधानिक ढंग से चल रही हैं तो

उनको बन्द कराने के लिए क्या कार्रवाई सरकार कर रही है तथा वहां जो काम करने वाले मजदूर हैं उनको सुरक्षा प्रदान करने के लिए, उनको इस प्रकार की दुर्घटनाओं से बचाने के लिए सरकार क्या उपाय कर रही है . . . (*Interruptions*)

SHRI RAGHUNATHA REDDY: Mr. Speaker, Sir . . . (*Interruptions*)

श्री जाबवंत घोंटे : अगर कोई विजिटर स्लोगन रेंज करता है, नारे लगाता है तो उसको वहां से रिमूव कर देना चाहिये यह तो ठीक है। लेकिन रिमूव करने का भी एक तरीका होता है, एक ढंग होता है। यह तरीका नहीं है जिस तरीके से रिमूव किया गया है।

अध्यक्ष महोदय : हाउस में जब यह मामला आएगा नब देखा जाएगा।

श्री जाबवंत घोंटे : इस तरह से हाउस को चले देना हमारे लिए मुश्किल हो जाएगा और आपके लिए भी हाउस को चलाना मुश्किल होगा।

श्री बामोदर पांडे : यह इस तरह की दूसरी खान दुर्घटना है। कई आदमी मारे गए हैं। मैं जानना चाहता हूँ कि कोर्ट आफ इन-क्वायरी बिठाने में विलम्ब क्यों हो रहा है। क्यों नहीं अविजम्ब इसकी घोषणा की जा रही है? क्या कारण है कि सुरक्षा व्यवस्था की उपेक्षा की जाती है, कड़ाई से नियमों का पालन नहीं करवाया जाता है . . . (*इंटरप्शन*)

SHRI RAGHUNATHA REDDY: Mr. Speaker, Sir . . . (*Interruptions*)

श्री बामोदर पांडे : अध्यक्ष महोदय, इस एक्सीडेंट के बाद हिमालीय कोलरी में फिर दुर्घटना हुई जिसमें 8 लाखें अभी तक बरामद हुई हैं। न मालूम कितने लोग और मरे हैं। इस मामले में अभी तक कोर्ट आफ इन्क्वायरी क्यों नहीं बैठाई गई?

(*Interruptions*)

अध्यक्ष महोदय : जो भी होगा इस हाउस के सामने धायेगा ।

(Interruptions)

अध्यक्ष महोदय : जो सिक्योरिटी के बारे में हैं, वह तो हमें फालो करना पड़ता है ।

(Interruptions)

SHRI RAGHUNATHA REDDY: We are contemplating about the appointment of a Court of Inquiry to go not only into the reasons of this accident, but also the general question of such illegal mining. This is what we are proposing to do.

(Interruptions)

MR. SPEAKER: Order please. Shri Birendera Singh Rao.

SHRI BIRENDER SINGH RAO: How can I put a question, Sir? I cannot hear one word of what is being said.

(Interruptions)

SHRI VASANT SATHE: We all want to hear Shri Birender Singh Rao.

SHRI BIRENDER SINGH RAO: Before I put my supplementaries I want order to be restored in the House.

श्री जांबवंत बोटे : अध्यक्ष महोदय, हाउस को एडजोर्न कीजिये ।

(Interruptions)

अध्यक्ष महोदय : माननीय सदस्य बैठ जायें ।

(Interruptions)

(At this stage Shri Janeshwar Misra and some other hon. Members left the House.)

(Interruptions)

12.16 hrs.

MR. SPEAKER: Order please

SHRI BIRENDER SINGH RAO: Sir, I could not hear what the Minister said. Will you kindly ask the Minister to repeat the replies that he has given?

श्री जांबवंत बोटे : अध्यक्ष महोदय, पाइन्ट ऑफ ऑर्डर . . .

अध्यक्ष महोदय : इस हाउस की परम्परा है, जो धादमी पकड़ा गया है उसका केस हाउस के सामने धायेगा और हाउस इसके बारे में फैसला करेगा । उसी वक्त आपने जो कहना हो वह कह लीजिये ।

श्री जांबवंत बोटे : अध्यक्ष महोदय, जब एक इम्पार्टेंट क्वेश्चन इस हाउस में आ रहा है जिसका जवाब माननीय मन्त्री महोदय दे रहे हैं, जिसके ऊपर कई सप्लीमेंटरी क्वेश्चन पूछे जा सकते हैं, आज हमारे सदन के धनोपजी-यन के बैचलर खाली हैं (Interruptions) ऐसी अवस्था में सप्लीमेंटरी क्वेश्चन पूछने का सदस्यों का जो अधिकार है, उसमें वे वंचित हो जायेंगे । इस लिए मेरी दूरक्यास्त है कि कम से कम यह क्वेश्चन कल के लिए सम्पेड कर दीजिए ।

अध्यक्ष महोदय, आप इस पर अपना रुलिंग दीजिए ।

अध्यक्ष महोदय : वाक-आउट के बाद हाउस का काम रुकता नहीं है ।

श्री जांबवंत बोटे : मैं कुबूल करता हूँ कि कुछ सदस्यों के न रहने से काम नहीं रुक सकता है । लेकिन पार्लियामेंटरी डेमोक्रेसी में कई प्रिसिडेंट तैयार होते हैं । (Interruptions) कल श्री धारिया ने इन लोगों की पार्लियामेंटरी डेमोक्रेसी सिखाई है । इन के घर के लोग सिखायेंगे । हम क्या सिखायेंगे ? जैसा कि मैंने कहा है, पार्लियामेंटरी डेमोक्रेसी में कई प्रिसिडेंट तैयार होते हैं । आप यह नया प्रिसिडेंट तैयार कीजिए कि ऐसी अवस्था में

यह इम्पार्टेंट क्वेश्चन कल के लिए सस्पेंड कर दीजिए, ताकि आपोजीशन के सदस्य कल सप्लीमेंटरी सवाल पूछ सकें।

अध्यक्ष महोदय : यह मेरी बस की बात नहीं है। मैं इसको नहीं रोक सकता हूँ।

श्री जाम्बुवंत धोटे : आप रोक सकते हैं आप हाउस से इजाजत मांगिये।

अध्यक्ष महोदय : न तो मुझे अक्षयार है कि मैं इसको रोक दूँ और न ही ऐसा कोई रूल है कि अगर कुछ सदस्य हाउस में न हों, तो कार्यवाही को रोक दिया जाये। आपने हाउस से इजाजत मांगने के लिए कहा है। क्या हाउस की यह राय है कि इसको रोकना चाहिए ?

कई माननीय सदस्य : नो, नो।

श्री जाम्बुवंत धोटे : तो मैं इस सदन से वाक-आउट करता हूँ।

(Shri Jambuwant Dhote then left the House)

SHRI P. G. MAVALANKAR: Mr. Speaker, Sir, let the Minister kindly reply again.

SHRI BIRENDER SINGH RAO: I have not been able to follow a single word, what has the Minister said and what supplementaries were asked. You may kindly ask him to repeat it.

MR. SPEAKER: Kindly repeat the reply.

SHRI RAGHUNATHA REDDY: (a) Yes, Sir.

(b) It has been reported by the Director General of Mines Safety that six persons died and three others seriously injured in an accident that took place on 22nd February, 1975 while illegal excavation for coal was

being done by several villagers at the North bank of the Damodar River opposite Mael Colliery in District Giridih (Bihar).

(c) The officers of the Directorate General of Mines Safety had in November, 1973, brought to the notice of the concerned local authorities of the State Government the incidence of this illegal mining.

(d) The Government are examining as to what action can be taken under the Mines Act. The Government are also considering the question of setting up a Court of Inquiry under the Mines Act to go into the causes and circumstances of this accident, as also the more general questions of such illegal mining in the context of safety.

(e) The existence of such illegal mining has been brought to the notice of the State Government of Bihar and of the Department of Coal.

श्री दामोदर पांडे : अध्यक्ष महोदय, मन्त्री महोदय ने जो जवाब दिया है, वह बिल्कुल अनन्तोषजनक है। मैं उम्मीद करता था कि मैंने जो विस्तृत सवाल रखे हैं, उनका जवाब भी एक विस्तृत विवरण के साथ दिया जायेगा। लेकिन ऐसा नहीं किया गया। मैंने पूछा था कि इस तरह की कितनी खदानें गैर-कानूनी तरीके से चलती हैं।

अध्यक्ष महोदय : मैंने आप को इजाजत नहीं दी। आप सवाल कर चुके हैं। श्री बीरेन्द्र सिंह राव।

SHRI BIRENDER SINGH RAO: The hon. Minister has not stated definitely whether it was in the notice of the Government that illegal mining was going on in this particular place where six poor labourers were killed in an accident. Evasively, in a very vague manner they have said that in November 1973 the Director of Mines Safety reported to the State

Government that illegal mining was taking place and this accident has taken place in February 1975. I request the hon. Minister to clarify whether it was not the duty of the Director General to see that the Mining Act was enforced and that steps were taken to see that the State Government moved. If the State Government did not move some action should have been taken to save the lives of those labourers. Secondly, he has admitted that illegal excavations were taking place; there was the incidence of illegal mining. This too had been brought to the notice of the State Government. As regards this particular accident, where six labourers were killed, he says that the Government are considering ways how to enforce the Mining Act. Would he be pleased to state when the Mining Act was framed. After that the Government has not been able to pay attention at all how to enforce the Mining Act.

It all appears to my mind, I would ask the hon Minister to say whether it is correct or not, that illegal mining on a large-scale is taking place with the collusion of the officers of the Mining Department and the coal mines department. Have the Government taken any action against any of the officers who had defaulted in checking illegal mining? They have put the whole burden on the State Government. They seem to have no responsibility about illegal mining in that area. Lastly, I ask whether the Government are encouraging deliberately illegal mining without any permission or licence because of the acute shortage of coal in the country and the Government's incompetence to meet the demand.

SHRI RAGHUNATHA REDDY: I deny the allegation that the Government is deliberately encouraging illegal mining. Let us be clear; with respect to illegal mining nobody gives notice of illegal mining. It is done without the knowledge of the authorities. If it is done with the knowledge

of the authorities, it is not illegal mining. Under section 4 of the Mines Regulation Act necessary licences will have to be taken and under section 16 notice will have to be given to the Mines Safety Authority, Director General of Mines Safety, for inspecting the mine and for saying whether the particular undertaking could be allowed to work there, whether there are adequate safety measures. Otherwise it is illegal mining. In the case of illegal mining, no licence is taken, as I explained and the Director General of Mines Safety cannot allow work on those mines. It says here that on a report dated 30 September 1974 from the Director General of Mines Safety that unauthorised illegal mines on a large scale are working in different areas, the matter was brought to the notice of the department of coal on 15-10-1974. The department had been sending reminders subsequently also. As I said earlier, in 1973 illegal mining in this area had been brought to the notice of the State Government. He would appreciate that, as far as the department of mines or the Director General of Mines Safety is concerned, it may not be able to take any action with regard to illegal mining but wherever any accident comes to the notice of the DGMS, just like the fire brigade which goes even in the case of arson, they go to the place and see that further damage is not done and they try to help the people. That is the position. In regard to this accident, the matter came to the notice of the Director General of Mines Safety on 23rd February and the accident is supposed to have taken place on 22nd at 8 A.M. Immediately they rushed to the spot and in fact they had taken preventive measures to see that further damage was not done and sent an interim report on the 25th. They had taken prompt action in this regard. A person undertaking illegal mining, a person who is committing theft, is not going to give notice to the authorities concerned. That is why we are examining about a Court of Inquiry not only to go into the question of this particular acci-

dent, how it has taken place, but also to take necessary criminal action in mines, and the concerned authorities have also reported to the police in order to investigate about the actual accident that has taken place and the time involved in it and also to find out how many actually died. According to the information supplied to us, six bodies have been recovered and three persons were injured. There could be more also because immediately after the accident, it is reported the bodies were removed by the villagers themselves who had been participating in this illegal mining. The matter has been brought to the notice of the police and the police are investigating into this matter. At this stage we do not know how many bodies would be further recovered and the actual extent of the damage itself.

SHRI BIRENDER SINGH RAO: The Minister's statement is contradictory. In reply to my supplementary he has stated that illegal mining does not come to the notice of the Government, that only if somebody goes and sees that illegal mining is taking place, action can be taken, but in the original statement he has definitely stated that the incidence of illegal mining in the area has been brought to the notice of the State Government. This means that Government was aware of illegal mining going on on some considerable scale in that area and that the matter had been reported to the State Government and that no further action was taken by the Director General of the State Government to stop it. Secondly he has stated that the case has been reported to the police, but earlier he did not give this specific information in reply to part (d) of the question which reads:

"what action Government propose to take against the persons responsible for this accident and also to prevent future accidents like this;"

As he has now come out with more

latest position, whether any person has been arrested by the police so far, and if only a case has been lodged with the police and the enquiry is going on or whether an enquiry will be set up to find out the causes of this accident and to suggest measures to prevent such accidents in future. I would like to know what specific action has been taken to arrest the guilty persons and if they have not been arrested so far, does it not prove definitely that those persons are big people with influence and they were doing this illegal mining with the connivance of your officers and also of the State Government concerned?

SHRI RAGHUNATHA REDDY: With great respect I submit there is no contradiction in the answers I have given. I have stated subsequently that this matter of illegal mining had been brought to the notice of the State Government. The Director General of Mines Safety comes into the picture only if there is an accident or in case notice is given of mining work being undertaken by a person to whom licence has been given under section 16 of the Mines Act. The authorities concerned then visit the place and find out whether the particular mine satisfies the conditions necessary for undertaking the activity of mining. In this case though the attention of the State Government had been drawn to the general question of illegal mining, whether a particular accident would take place or not could not be brought to the notice of the Mines Safety Authority unless they know that a particular illegal mining at a particular date was going to take place. If it is a continuous activity that is something different. Whether it is a continuous or intermittent activity, these matters are not known to us but it has come to the notice of the concerned authorities that illegal mining has been taking place there and it has been brought to the notice of the concerned authorities because the

authority to check such illegal mining in this case. That is the action that we have so far taken.

In regard to part (d) of the question as far as Director General of Mines Safety in the Labour Ministry is concerned, he can take action only under the Mines Act. I had indicated earlier the action contemplated by the Government under the Mines Act. With respect to the general question that has been asked I said the attention of the police has been drawn and the police are investigating; because it almost amounts to a theft under the I.P.C., they are investigating. At this stage I do not have any information whether the police have arrested anybody; the scope of the investigation and the stage at which the investigation remains

श्री नरसिंह नारायण पांडेय : क्या माननीय मन्त्री जी का मान्य है कि इस माइन के इंसीडेंट के बाद हिमालान में पहली मार्च को भी इसी तरह में एक्सीडेंट हुआ जिसमें 8 आदमी मर गए और अभी तक यह पता नहीं है कि कितने आदमियों की और मृत्यु हुई है क्योंकि अभी भी उसका मलबा हटाया जा रहा है ? क्या सरकार ने इस सम्बन्ध में कोई कार्यवाही की या स्टेट गवर्नमेंट ने आपको इन्फार्मेशन सबमिट किया कि इतनी माइन्स इस एरिया में इन्लीगल चल रही है ? यदि आपको इन्फार्मेशन सबमिट किया तो आपने उसके ऊपर क्या एक्शन लिया और इस माइन में जहां कि 8 आदमी मर चुके हैं पहली मार्च को, उस घटना के तीन दिन बाद यह इंसीडेंट हुआ उसके बारे में क्या इन्फार्मेशन आप के पास आई और इसके लिए क्या प्रिवेंटिव मेजर्स आप देने की व्यवस्था कर रहे हैं ?

SHRI RAGHUNATHA REDDY: I am only concerned with this accident. If it is about some other incident, I require notice.

SHRI NARSINGH NARAIN PANDEY: I also asked whether the State Government has furnished any

information to the Central Government about these illegal minings and what preventive measures have so far been taken to prevent such illegal minings?

SHRI DAMADAR PANDEY: On a point of order, Sir. Death of 5 persons or more in any mine is considered to be a disaster. It is a very important matter. How is it that when more than 8 dead bodies have been recovered, the Minister is not having knowledge of it and is saying that he wants separate notice?

अध्यक्ष महोदय : आप बीच में कैसे आ गए ? प्वाइंट ऑफ आर्डर तो क्वेश्चन अवॉर में एलाऊ नहीं होता है ।

SHRI RAGHUNATHA REDDY: If the hon. member had given some indication to me in the morning, I would have come with some information about the other incident also. As soon as I go back, I will find out if any information is available and pass it on to him if it is available. With regard to illegal mining, the Director-General of Mines Safety informed the State Government and has also drawn the attention of the concerned Ministries. Labour Ministry is not directly concerned with illegal mining. On a report dated 30th September 1974 from the Director General of Mines Safety about unauthorised and illegal mining on a large scale that was going on in different areas, the matter was brought to the notice of the Department of Coal on 15-10-74. The Department was reminded subsequently on 10-12-74, 10-1-75 and 22-2-75. We have been reminding the concerned authorities and the State Government was asked to look into this matter. If any information is available, I will supply it to the hon. member.

श्री रामावतार शास्त्री : अध्यक्ष महोदय, मन्त्री जी कबूल कर रहे हैं कि मिले कोलियरी में जो घटना हुई उसमें 6 आदमी मर गए ।

लेकिन मैं यह कहना चाहता हूँ कि बिहार के अखबार इण्डियन नेशन का कहना है कि 40 आदमी मरे हैं और दूसरी खान में जो दुर्घटना हुई उसमें अभी आप ने सुना कि 8 मजदूर मर गए... (व्यवधान)... आठ की लाशें मिल चुकी हैं, अभी मलबा हटाया जा रहा है, न मालूम और कितने मरे होंगे। तो मैं यह जानना चाहता हूँ कि क्या सरकार को इस बात की जानकारी है कि बिहार के अन्दर गैर-कानूनी खानें कितनी चल रही हैं और उन खानों में काम करने वाले मजदूरों की संख्या कितनी है ?

क्या यह बात सच है कि जितनी भी गैर-कानूनी खानें हैं, जिनका कोई मतलब सरकार से नहीं है, उन खानों में काम करने वाले मजदूरों को राष्ट्रीयकृत खानों के मजदूरों के बराबर मजदूरी नहीं दी जाती है तथा उनके लिये दूसरी कोई सहायिता भी उपलब्ध नहीं है अगर यह बात सही है तो उन मजदूरों के हकों की हिफाजत करने के लिये सरकार ने कौनसी कार्यवाही की है और उसके क्या नतीजे निकले हैं ? क्योंकि मेरी जानकारी है कि हजारों मजदूर आप वहां दो रुपये और एक रुपये रोज पर काम कर रहे हैं तथा उनकी सर्विस कंडीशन भी बहुत खराब है। खान चलाने की जो व्यवस्था है, वह गलत है, कानून के मुताबिक नहीं है। इसी वजह से इस तरह की घटनाएँ हो रही हैं। भविष्य में ऐसी घटनाएँ न हों और मजदूरों के हकों की हिफाजत की जाय—इसके लिये आपने कौनसी कार्यवाही की है ?

SHRI RAGHUNATHA REDDY. The question is one of illegal mining, not legal mining. If the hon. Members want me to regulate all mines, legal and illegal, no legislation could do that. To prevent illegal mining certain action could be taken. For that purpose, I have already said what could be done. I had written to the concerned department and also to the State Government. Under the Mines Act we

contemplate appointing a court of inquiry. We shall examine not merely the particular accident but also the question of illegal mining.

SHRI RAMAVATAR SHASTRI: What about the workers in such collieries? How are you safeguarding their rights? Thousands of workers are there in mines spread all over the State.

MR. SPEAKER: They should not work in illegal mines.

SHRI RAGHUNATHA REDDY: I may respectfully submit one point

MR. SPEAKER: The question is about workers working in the illegal mines. If you are not ready for this, you may examine it.

SHRI RAGHUNATHA REDDY How are we to protect the workers engaged in the illegal mines? That is the question, if I understood him correctly. The question of illegal mining has to be gone into in depth because it is not a question of legal mining. That is why we said that we are appointing a court of enquiry not merely to go into the question of this particular accident but also to examine the question of illegal mining and to see what preventive steps could be taken, in spite of the illegality of the mining.

SHRI RAMAVATAR SHASTRI: What measures are the Government taking to safeguard the rights of the workers who are working in the illegal mines? They are not paid their wages and salaries.

DR KAILAS: It is very unfortunate. The hon. Minister says that the Director of Safety had informed the State Government that illegal mining is going on there. Is it not the moral responsibility of the Central Government and the officer concerned with safety, whether it is legal or illegal, to protect the lives

of those persons who are being exploited by persons who bribe the officers. The Minister answers here that he is expected to only inform the State Government and he is not thinking of appointing a court of enquiry. That is all understandable. I want to ask him whether it is the moral responsibility of the Central Government, especially the Labour Minister to protect the lives of persons who are working in mines legal or illegal. He should have acted promptly when it came to his notice. He is replying the same way, repeatedly. He does not understand. He is morally responsible for the protection of the life of the workers for which he has been appointed as Labour Minister.

SHRI RAGHUNATHA REDDY: I do not want to go into the question why I have appointed as the Labour Minister. That is not for me to answer.

DR. KAILAS: It is not for the person I am talking of. I never said so. A Labour Minister at the Centre is more responsible to look after the interests of labour. You cannot take protection under the word "illegal mining". (Interruptions) I know his heart bleeds for the workers. But he is not replying to that and take, my remarks as personal, which is again an unfortunate reply.

SHRI RAGHUNATHA REDDY: I would respectfully submit to the House, through you, Sir, that accidents take place not only in the illegally-worked mines but also in legally-worked mines. This is a case of illegally-worked mines. That the mines have been working illegally, has been brought to the notice of the authorities concerned. The Director-General of Mines (Safety) has no power to stop illegal mining. No notice is given to him that on a particular day a particular mine is going to be worked illegally, a particular excavation is going to be done, particular coal is going to be

removed and all that. But, in this case, discharging the full responsibility, as soon as the matter came to the knowledge of the Director-General of Mines Safety, the authorities concerned rushed to the spot and took necessary steps to prevent further damage. That is why they saved further damage to the mines.

As far as the general question about illegal mining is concerned, as to what action will have to be taken, I cannot immediately say because in the very nature of it, how to deal with illegally-worked mines, is a matter to be dealt with by the authorities concerned. That is why I have gone a step further saying that we are considering the question of appointing a court of inquiry and we are considering whether such a reference can be made to it. These are the steps we have taken.

Whether it is illegally or legally worked mines, we are certainly concerned with the welfare of human beings. If a proper notice is given about an accident taking place in an illegally-worked mines on a particular day, that the accident is taking place, steps could be taken to prevent the accident.

SHRI S. M. BANERJEE: If such a court of inquiry is likely to be set up to go into the whole question, I welcome that.

My information is that on the particular day when the accident took place, the attendance Register was changed. They keep an Attendance Register. Generally, after the accident, the wives and children of the persons who are dead come and check from the Attendance Register whether they attended the mine on that day or not. In this particular case, to hide the dead bodies, to lessen the number of persons who died, they changed the Attendance Register. May I know whether this matter will also be referred to the court of inquiry so that the real

number of those persons who died, those who attended the mine but did not return to their homes, is correctly assessed?

SHRI RAGHUNATHA REDDY: In the case of illegally-worked mines, I do not know whether the Attendance Registers are maintained by them. Anyway, I hope, this aspect also will be kept in mind and further investigation will be done.

Our information is that as soon as the accident had taken place, the villagers had removed the dead bodies. As to how many persons had been working, who were the persons who were working and who actually died, how many dead bodies had been removed by them is still not known. The police are investigating the matter. As far as our information is concerned, so far six bodies have been recovered and three injured have been removed from the debris. The police are still investigating. If any information is provided, I would consider it to be my privilege, honour and duty to come before the House and inform the House about it.

SHRI DAMODAR PANDEY: The Director-General of Mines (Safety) was very much there, day before yesterday, in the mine. How is it that you do not have the information. He was very much on the spot. I was myself present there.

SHRI BHAGWAT JHA AZAD: It is very good, and I appreciate it, that the hon. Minister is setting up the court of inquiry for this accident. But how is it, when the accident has taken place and eight persons are already dead—the number of dead persons might be more—what steps the Government from including this one also in the court of inquiry? How is it that eight persons are dead? There may be more in the debris. How is it that Government has not been informed about it? Government is moving in such a

snail's pace that they do not have full information on this. If they know then what is the objection of the Government to include this one also in the Court of Inquiry?

SHRI RAGHUNATHA REDDY: As I said, we are awaiting a proper report on this. As soon as I go back to office, I will check up whether the report has come. We got some cryptic message, but a proper report must come. Certainly the suggestion made by the hon. Member be treated with utmost respect.

SHRI AMRIT NAHATA: Is it a fact that there is a provision in the Mines Safety Act that, if there is a fatal accident anywhere, the management must immediately inform the mine safety authorities? In this particular case, did the Management inform the mines safety authorities about the accident? If not, here at least is a clear violation of the law. Will Government prosecute the management for this violation? The Court of Inquiry will go into larger questions, will take its own time. But, here, obviously, there has been a blatant violation of the mine safety regulations. Why should the Management not be prosecuted for this violation?

SHRI RAGHUNATHA REDDY: As I said, this is a case of illegal mining. In the case of illegal mining, nobody is likely to report about what had happened.

AN HON. MEMBER: It amounts to murder.

SHRI RAGHUNATHA REDDY: It amounts to many crimes under the Indian Penal Code. I am not saying that no offence has been committed. We are trying to initiate proceedings under the Mines Act. But the question is who is the real owner, who is behind it. This will have to be discovered first.

WRITTEN ANSWERS TO
QUESTIONS

Increase in Malaria due to Non-availability of D.D.T.

*242. SHRI K. LAKKAPPA: Will the Minister of HEALTH AND FAMILY PLANNING be pleased to state:

(a) whether the incidence of malaria has continued to increase in some parts of the country due to non-availability of D.D.T. ;

(b) the quantity of D.D.T. required during the current year for National Malaria Eradication Programmes;

(c) 6,000 Tonnes in terms of D.D.T. from indigenous production; and

(d) the quantity of D.D.T. proposed to be imported during the current year?

THE MINISTER OF HEALTH AND FAMILY PLANNING (DR. KARAN SINGH): (a) Yes, Sir. But the increased incidence is not solely due to non-availability of D.D.T.

(b) 10,000 Tonnes of D.D.T. 75 per cent water dispersable power (w.d.p.).

(c) 6,000 Tonnes in terms of D.D.T. 75 per cent w.d.p.

(d) 4,000 Tonnes of D.D.T. 75 per cent w.d.p.

Provision of Street Lights on Road from Dhaula Kuan to Delhi Airport

*244. SHRI SHARDA YADAV: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether on the important road from Willingdon Crescent to the Delhi Airport there are no lights on the Section from Dhaula Kuan to the point where the Gurgaon road forks off;

(b) if so, whether motorists, scooterwalas and taximen of Delhi do not ply there in the night for fear of accidents because of lack of road lights;

(c) whether the absence of lights on this road is due to jurisdictional conflicts; and

(d) if so, the steps taken by Government to resolve these conflicts and instal lights on this section of the Palam Road?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI UMA SHANKAR DIKSHIT): (a) and (b). The section of road referred to forms part of the National Highway No. 8. It is not the general practice to provide lights on the National Highways where the traffic is expected to move under its own light. While there is no evidence to suggest that this acts as a deterrent to the normal plying of traffic on National Highways. Government do not have specific information in this regard in respect of the road from Dhaula Kuan to the point where the Gurgaon road forks off.

(c) and (d). The question whether a departure should be made from the general policy and provide lights on this road as a special case, and if so, whether this is the responsibility of the Central Government or the concerned local authority is under consideration

कोयला घने के कारखानों का ऊर्जा मंत्रालय को हस्तांतरण

*247. श्री शंकर दयाल सिंह क्या इस्पात और लौह मंत्रालय, यह बताने की कृपा करेंगे कि :

(क) उनके मंत्रालय के अन्तर्गत इस समय कोयला घने के कितने कारखाने हैं और उनका वार्षिक उत्पादन कितना है;

(ख) क्या हिन्दुस्तान स्टील द्वारा चलाये जा रहे कोयला धोने के कारखानों को ऊर्जा मन्त्रालय को स्थानान्तरित करने का प्रस्ताव है और यदि हा, तो उसकी रूपरेखा क्या है और

(ग) क्या श्रमिकों और कार्मिक संघों ने उक्त प्रस्ताव का विरोध किया है ?

इस्पात और खान मन्त्रालय में राज्य मंत्री (श्री चन्द्रजीत यादव) (क) हिन्दुस्तान स्टील लि० के अधीन पांच कोयला शोधन शालाएँ हैं। इन शोधनशालाओं का वर्ष 1973-74 का साफ कोयले का उत्पादन नीचे दिया गया है —

(हजार टन)

शोधनशाला का नाम	वर्ष 1973-74 में साफ कोयले का उत्पादन
दुगदा 1	639
दुगदा 2	740
भोजूडीह	1117
पाथरडीह	783
दुर्गापुर	483

(ख) भारत सरकार (कार्य आवंटन) नियमों में किये गये कुछ परिवर्तनों के अनुसार भारत कोकिंग कोल लि० के इस्पात विभाग में नये ऊर्जा मन्त्रालय के अधीन नये कोयला विभाग का अन्तरण स यह निश्चय किया गया है कि ये शोधनशालाएँ (दुर्गापुर को शोधनशाला को छोड़कर जा दुर्गापुर इस्पात कारखाने का एक अंग है) कोयला विभाग को अन्तरित कर दी जाए।

(ग) हाल में कोयला शोधनशाला कर्मचारों यूनियन ने हड़ताल नाटिस दिए थे

और उनकी मांगों में एक मांग यह थी कि हिन्दुस्तान स्टील लि० के केन्द्रीय कोयला शोधनशाला संगठन को भारत कोकिंग कोल के साथ मिलाया जाए क्योंकि इससे हिन्दुस्तान स्टील लि० में रहने से उन्हें जो सुविधाएँ और लाभ हैं और उनके लिए जो चालन निगम तथा शर्तें और वेतन हाँव है उस पर प्रतिकूल प्रभाव पड़ेगा। ऊर्जा मन्त्री ने इस यूनियन के प्रतिनिधियों के साथ इस बारे में बातचीत की थी। यूनियन ने हड़ताल का नोटिस वापिस ले लिया है।

Fifth Plan outlay for Health and Family Planning

*248 SHRI S A MURUGAN-ANTHAM;

SHRI D K. PANDA:

Will the Minister of HEALTH AND FAMILY PLANNING be pleased to state

(a) whether Government have pruned the Fifth Five Year Plan outlay for Health and Family Planning;

(b) if so, the facts thereof;

(c) whether he has urged for increasing the plan outlay, and

(d) if so, the outcome thereof?

THE MINISTER OF HEALTH AND FAMILY PLANNING (DR KARAN SINGH) (a) and (b) The following allocations have been made in the Draft Fifth Five Year Plan in respect of Health and Family Planning Programmes —

Health Programmes

(Rs. in crores)

(i)	Purely Central	75.78
(ii)	Centrally Sponsored	177.01
(iii)	State Sector	543.21

796.00

Family Planning Programmes 516.00

TOTAL 1312.00

No cut has been imposed in these allocations so far.

(c) and (d). This Ministry has been urging the Planning Commission from time to time to make adequate outlays for Health and Family Planning Programmes in the Annual Plans. The Planning Commission has approved an outlay of Rs. 44 crores for the Annual Plan 1975-76 in respect of Central and Centrally Sponsored Health Programmes against the outlay of Rs. 31.65 crores for these programmes for the year 1974-75. Similarly for Family Planning Programmes, the Planning Commission has approved an outlay of Rs. 63 crores inclusive of foreign assistance for 1975-76 against the outlay of Rs. 54.13 crores for 1974-75.

Change in Product Mix of Steel plants

*249. SHRI ANADI CHARAN DAS:

SHRI PURUSHOTTAM KAKODKAR:

Will the Minister of STEEL AND MINES be pleased to state:

(a) whether SAIL has made extensive change in the product mix of the steel plants;

(b) if so, the salient features thereof; and

(c) whether the shifts in production is towards plates and heavy structurals?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND MINES (SHRI CHANDRAJIT YADAV): (a) to (c) The product-mix of a steel plant is determined by the type and capacity of the various units and in particular of the rolling/finishing mills and related production processes. It is, therefore, not possible to make extensive changes in the product-mix as such.

However, there is some scope of varying the production of various categories/sections within the overall production plan for a year.

Having regard to the position of supply and demand, SAIL has laid emphasis on the greater production of structurals and plates in the last few months.

Engine or multi-role Combat Aircraft for I.A.F.

*250. SHRI BHAGIRATH BHANWAR: Will the Minister of DEFENCE be pleased to state:

(a) whether Government have decided on the engine for the multi-role combat aircraft for the Indian Airforce;

(b) if so, the horse power and the cost likely to be involved and the time likely to be taken for production;

(c) the salient features of the engine; and

(d) whether any foreign collaboration is envisaged?

THE MINISTER OF STATE (DEFENCE PRODUCTION) IN THE MINISTRY OF DEFENCE (SHRI RAM NIWAS MIRDHA): (a) 'No, Sir

(b) to (d) Do not arise in view of the reply to (a)

Smuggling activities on Indo-Bangladesh border

*251. SHRI N E HORO: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether smuggling has become a way of life for a substantial number of people including women and children along the Indo-Bangladesh border;

(b) whether it has also been brought to the notice of the Indian Government that people carry headloads of goods mostly Rice and Jute across the border, either on foot or by boats and exchange them for commodities like salt, chillies, edible oil and kerosene; and

(c) if so, the reaction of Government thereon?

THE DEPUTY MINISTER IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI BIPINPAL DAS):
(a) No, Sir.

(b) As a result of anti-smuggling measures taken by both the Governments of India and Bangladesh smuggling of goods across the border appears to have been greatly reduced.

(c) The Government of India and Bangladesh agreed to consider further measures jointly and individually, as necessary, to check the common menace of smuggling.

Cut in Outlay for Bhilai Steel Plant

*253. SHRI VIJAY PAL SINGH:
SHRI S BHATTACHARYA:

Will the Minister of STEEL AND MINES be pleased to state:

(a) whether the Planning Commission has made a heavy cut in the outlay proposed for Bhilai Steel Plant during the year 1975-76; and

(b) if so, the broad outlines thereof and whether it will affect the expansion programmes of the steel plant?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND MINES (SHRI CHANDRAJIT YADAV): (a) and (b) As against a proposed outlay in 1975-76 of Rs. 101.48 crores for the major schemes of Bhilai Steel Plant including

its expansion, the allocation made after Inter-Ministerial discussion and taking into account the resources position is Rs. 61.42 crores. The expansion programme objectives of the Bhilai Steel Plant will be fully adhered to. The question whether there will be some intermediate rescheduling of the programme is under examination.

Return of Indian Immigrants from U.K.

*254. SHRI BIRENDER SINGH: RAO: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether a number of illegal Indian immigrants to U.K. have been deported back to India;

(b) whether investigations have been made to find out how those persons were able to immigrate to U.K.; and

(c) if so, what is the result of investigations and what action has been taken against the persons found responsible for this activity?

THE DEPUTY MINISTER IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI BIPINPAL DAS): (a) Yes, Sir.

(b) and (c). Most of these persons travelled with valid passports, though in some cases the use of forged passports has also been reported. Persons who are refused entry into the U.K. or deported from that country are questioned by the Immigration authorities in India and whatever necessary investigations are made. The Government has reason to believe that some unscrupulous travel agents in India and abroad encourage activities which result in the deportation of the persons concerned, but lack of sufficient evidence and the unwillingness on the part of most victims to come forward and give evidence, hamper prosecution of the parties.

Abolition of Bonded Labour

*255. SHRI HARI KISHORE SINGH: Will the Minister of LABOUR be pleased to state:

(a) whether the proposal under Government's consideration to abolish the system of bonded labour in the country has since been finalised; and

(b) if not, the reasons for delay?

THE MINISTER OF LABOUR (SHR RAGHUNATHA REDDY): (a) and (b). Article 23 of the Constitution of India prohibits forced labour and Section 374 of the Indian Penal Code makes compulsory labour an offence. There is no proposal under consideration at present to enact a Central Legislation on bonded labour. The Governments of Andhra Pradesh, Kerala, Orissa and Rajasthan have already enacted State Legislation on the subject. Recently the Government of Bihar and Uttar Pradesh have also made necessary provision for the abolition of bonded labour in the State Legislation on debt relief. The Government of Karnataka is also contemplating to enact a legislation for the abolition of bonded labour in the State.

उपक्रमों तथा रेलवे के प्रबंध में श्रमिकों का प्रतिनिधित्व

*256. श्री माधव राव सिधिया :

श्री जगन्नाथ राव जोशी :

क्या श्रम मन्त्री यह बताने की कृपा करेंगे कि :

(क) उन सरकारी तथा अर्द्ध सरकारी उपक्रमों के नाम क्या हैं जिनमें प्रबन्ध तथा नीति-निर्धारण स्तर पर श्रमिकों का प्रतिनिधित्व दिया गया है,

(ख) उन ग्रन्थ प्रतिष्ठानों के नाम क्या हैं, जहाँ इन बर्ष यह प्रथा लागू की जा रही है। और

(ग) रेलवे के अन्तर्गत ऐसे कौन से प्रतिष्ठान हैं जिनके प्रबन्ध में श्रमिकों को प्रतिनिधित्व दिया गया है ?

श्रम मंत्री (श्री रघुनाथ रेड्डी) : (क) हिन्दुस्तान ऐंटीवायोटिक्स लि०, पिपरी, हिन्दुस्तान औद्योगिक केमिकल्स लि० और 14 राष्ट्रीयकृत बैंकों के प्रबन्ध-मण्डलों में श्रमिकों की नियुक्ति निदेशिका के रूप में की गई है,

(ख) स्टंट बैंक आफ इण्डिया तथा उसके सहायक संगठनों में श्रमिकों को निदेशकों के रूप में नियुक्त करने के लिए, उनमें काम करने वाले श्रमिक सघों की मददगार की जाच मुख्य श्रमायुक्त (केन्द्रीय) द्वारा की जा रही है।

(ग) रेलवे में उत्पादन समितियों, वक्शाप उत्पादकता परिषद्, कर्मचारियों व अधिकारियों की संयुक्त समितियों, कर्मचारी लाभ निधि समिति, कैंटीन प्रबन्ध समितियों, आवास समितियों, कर्मचारी कल्याण कार्य सम्बन्धी सलाहकार समिति, अस्पताल निरीक्षण समिति, रेलवे संस्थानों की कार्यकारिणी समिति, उद्योगिक महत्कार भण्डारों तथा माख समितियों में श्रमिकों का शामिल किया गया है।

Evacuation of India House due to Bomb Scare in London

*260. SHRI D. B. CHANDRA GOWDA: Will the Minister of EXTERNAL AFFAIRS be pleased to state,

(a) whether a bomb scare in the busy Aldwych and Fleet street areas in London on the 28 January, 1975 led to the evacuation of India House and other adjoining Offices; and

(b) if so, the facts thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI BIPINPAL DAS) (a) and (b). The facts of the incident are as follows:

The local police alerted all the offices situated in the Aldwych, the road in front of India House, that they had information about a car bomb, probably with a timing device, in the area and since there was not time for them to search for the bomb, they advised the occupants of all the buildings in the area to remain away from glass windows. The staff in India House were also advised to move to the rear. Because of congestion, some members of the staff went out by the back door on their own.

Similar advice was also given by the police authorities to the occupants of the adjoining Eush House and Australia House. However, the bank authorities in First National City Bank evacuated their staff. Normal working was resumed in India House after about one hour. The police reported later that no explosion, in fact, took place.

Alleged sale of steel by Chairman and Managing Director of Bharat Gold Mines Ltd.

2391. SHRI G. Y. KRISHNAN: Will the Minister of STEEL AND MINES be pleased to state:

(a) whether the Chairman and Managing Director of the Bharat Gold Mines Limited, Kolar Gold Field, Mysore sold 1000 tonnes of valuable steel, steel pipes underground bandies, girders and other equipments to one Shri Natarajan of Madras;

(b) if so, the condition stipulated for the disposal of these materials and the time limit fixed;

(c) the number of contractors who applied for the tenders for the purchase of 1000 tonnes of steel;

(d) whether the Mysore Iron and Steel Ltd. was requesting the Bharat Gold Mines Limited for the supply of scrap iron; and

(e) whether before disposal of 1000 tonnes of steel and other equipments to Shri Natarajan any assessment was made to declare the materials as surplus and the requirements of BGML for its future operation?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND MINES (SHRI SUKHDEV PRASAD): (a) Bharat Gold Mines Limited sold 1,000 tonnes of Mild Steel Scrap to Shri P. Natarajan of Madras. The scrap was recovered from capital plant and equipment which had outlived their life, and were not of any value to the mines.

(b) A copy of the terms and conditions for the sale is laid on the Table of the House. [Placed in Library. See No. LT-9111/75.]

Time Limit: Time limit stipulated was 60 days. Original Sale Order was issued on 6-9-73 and the following extensions were granted:

1. On 17-12-73 extended upto 16-2-74
2. On 11-2-74 extended upto 31-3-74
3. On 3-4-74 extended upto 30-4-74
4. On 2-5-74 extended upto 18-5-74

The extensions given were in accordance with the established procedure at BGML.

(c) In all 13 contractors submitted tenders.

(d) Earlier to the sale of 1,000 tonnes of mild steel scrap, Bharat Gold Mines Limited were supplying the scrap to Mysore Iron and Steel Ltd. since the middle of 1972. The supplies of MISL were made at negotiated price of Rs. 380 per tonne. However, since the off-take by MISL

was extremely slow, and their price did not correspond to the price rise for scrap in market, tenders were called for 1,000 tonnes of scrap. Sri Natarajan's tender of Rs. 727 per tonne was the highest and accepted for the quantity. The price of Rs. 727 per tonne offered by Shri Natarajan was made use of to re-negotiate with Mysore Iron and Steel Ltd. A negotiated price of Rs. 700 per tonne was settled in February 1974. Subsequently sales of mild steel scrap were made only to Mysore Iron Steel Ltd. and this is continuing since then.

(e) No assessment of the total quantity of scraps was made as they were lying all over the field within an area of 30 to 40 sq. KM for a long period. According to Bharat Gold Mines Ltd.'s assessment, the scrap sold was not usable at present or in the foreseeable future.

Termination of services of Employees of Punjab National Bank employed for collecting deposits from Pong Dam Oustees in Kangra District

2392 PROF. NARAIN CHAND PARASHAR: Will the Minister of LABOUR be pleased to state:

(a) whether the services of certain employees of the Punjab National Bank who were employed for collecting deposits from Pong Dam oustees in Kangra district of Himachal Pradesh have been terminated:

(b) whether these employees moved the Labour Commissioner at Chandigarh for justice;

(c) if so, the findings and decision of the Labour Commissioner on the action of the Bank authorities; and

(d) the steps taken by authorities to honour and implement the decision of the Commissioner?

THE DEPUTY MINISTER IN THE MINISTRY OF LABOUR (SHRI BALGOVIND VERMA): (a) Yes.

(b) to (d). Industrial dispute has been raised on behalf of six aggrieved workers and in the case of one, reference has already gone to adjudication. The cases of the remaining five are under various stages of examination.

Transportation of HLL finished product

2393 SHRI RAMAVATAR SHASTRI: Will the Minister of HEALTH AND FAMILY PLANNING be pleased to state:

(a) whether cost of transportation of finished product of HLL is ten times the cost of transportation of raw latex and whether for this and other reasons two experienced members of Board of Directors of the Company recommended dispersal of further Nirodh factories and opposed shifting its Head Office from Delhi;

(b) whether Government have dropped only those two members while reconstituting Board of Directors; and

(c) in view of dispersal of future Nirodh factories in West Bengal, J. & K. etc, whether Government propose to have the question of location of Head Office of Company re-examined by an Expert Body like BPE in the light of recommendation 10.25 in 37th Report of the Committee on Public Undertakings regarding location of Head Office of NDMC?

THE DEPUTY MINISTER IN THE MINISTRY OF HEALTH AND FAMILY PLANNING (SHRI A. K. M. ISHAQUE): (a) No. The Head Office of Hindustan Latex Ltd. was shifted to Trivandrum strictly in accordance with the general policy of Government of India.

(b) The suggestion is not correct.

(c) Not at this stage.

इंगरपुर में पाये गए तांबे के भण्डार :

2394. श्री लाल जी भाई: क्या इस्पात और खान मन्त्री यह बताने की कृपा करेंगे कि .

(क) क्या 4 जनवरी, 1974 के प्रैस समाचारों के अनुसार इंगरपुर में ताम्र के बहुत बड़े भण्डार पाये गये हैं; और

(ख) यदि हा, तो तत्सम्बन्धी तथ्य क्या हैं ?

इस्पात और खान मंत्रालय में उपमन्त्री (श्री सुखदेव प्रसाद) (क) और (ख).

राज्य खान और भू-तत्व विभाग . ज-स्थान के इंगरपुर जिले में पडार की पान में लगभग सात सौ मीटर में फैली तथा लगभग 1.4 प्रतिशत तांबा युक्त तांबा-सुल्फाइड निक्षेप का पता लगाया गया है । भू-छेदन द्वारा विस्तृत अन्वेषण का काम जारी है ।

Demonstration before Bangladesh High Commission in New Delhi

2395 SARDAR SWARAN SINGH SOKHI: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether Bangladesh Government have shown any resentment officially, as reported in a Dacca Daily Newspaper over the demonstration held before their High Commission in New Delhi on the 30th January, 1975; and

(b) if so, the reaction of Government?

THE DEPUTY MINISTER IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI BIPINPAL DAS):

(a) No, Sir.

(b) Does not arise.

Benefit of Industrial Disputes Act in Pharmaceutical and Allied Industries

2396. DR. LAXMINARAIN PANDEYA: Will the Minister of LABOUR be pleased to state whether the Government of India have taken any steps to give job security by extending the benefits of the Industrial Disputes Act by amending sec. 2(s) of the Act to the medical sales representatives working in the Pharmaceutical and allied industries?

THE DEPUTY MINISTER IN THE MINISTRY OF LABOUR (SHRI BALGOVIND VERMA): The matter is under active consideration of the Government

बिहार सरकार द्वारा मोटर द्वारा माल परिवहन पर प्रतिबन्ध

2397. श्री महादीपक सिंह शास्त्री : क्या नौवहन और परिवहन मन्त्री यह बताने की कृपा करेंगे कि :

(क) क्या बिहार सरकार द्वारा मोटर द्वारा माल परिवहन पर लगाये गये प्रतिबन्धों के कारण में बिहार चेम्बर्स आफ कॉमर्स की ओर से प्रधान मन्त्री को कोई ज्ञापन दिया गया है ,

(ख) यदि हा, तो किम प्रकार के प्रतिबन्ध लगाये गये हैं और इसके परिणाम स्वरूप माल परिवहन में क्या कठिनाइयां आई हैं; और

(ग) इस बारे में सरकार ने क्या कार्यवाही की है ?

नौवहन और परिवहन मंत्रालय में राज्य मंत्री (श्री एच० एम० त्रिवेदी) . (क) से (ग) सम्भवतया माननीय सदस्य उम तार का उल्लेख कर रहे हैं जिसे बिहार चेम्बर आफ कॉमर्स के अध्यक्ष ने प्रधान मन्त्री को भेजा था जिसमें पेट्रोलियम और रसायन मन्त्रालय

द्वारा 17-8-74 को सभी राज्यों के मुख्य सचिवों को लिखे गये पत्र का विरोध प्रकट किया गया था जिसमें हाई स्पीड और लाइट डीजल तेल के उपयोग में क़िफायत करने के लिये कुछ उपाय सुझाये गये थे। सरकार ने मामले पर व फिर से विचार किया है और उस मन्त्रालय, ने सड़क परिवहन पर प्रतिबन्ध के सुझाव जो पहले दिये गये थे में संशोधन कर दिया है।

Police Firing at Manwal and Krishanpur Refugee Camps near Jammu

2398. SHRI P. VENKATASUB-
BAIAH:

SHRIMATI BIBHA GHOSH
GOSWAMI:

Will the Minister of SUPPLY AND REHABILITATION be pleased to state:

(a) whether two persons were killed and seven injured in police firing at Manwal and Krishanpur refugee camps near Jammu on the 15th January, 1975;

(b) whether 18 policemen were also injured in the clash which erupted when some refugees attacked a police party which had arrested their leaders; and

(c) the action taken in the matter?

THE MINISTER OF SUPPLY AND REHABILITATION (SHRI R. K. KHADILKAR): (a) There was an incident in the camps of Chhamb displaced persons on 15-1-1975 in which to control a violent crowd the police had to resort to tear gas, lathi charge and eventually firing in which two persons were killed.

(b) 15 police personnel, 3 magistrates and 3 other officials sustained injuries in the incident.

(c) Cases have been registered with Police Station Ramnagar under Sections 307, 332, 148 and 149 of R. C. C., in connection with the incident.

Expenditure incurred on Indian Ambassadors/High Commissioners Abroad

2399. SHRI ROBIN KAKOTI: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) the total number of Ambassadors of India in foreign countries and the number of officers and other employees in these Ambassadors' offices;

(b) the total number of High Commissioners of India in foreign countries and the total number of officers and other employees in these offices; and

(c) the total amount of expenditure incurred in 1972-73, 1973-74 and upto 31st December, 1974 respectively for maintaining the above foreign missions?

THE DEPUTY MINISTER IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI BIPINPAL DAS):

(a) & (c) The information regarding officers under the administrative control of Ministries other than the Ministry of External Affairs who are working in some of the Indian Mission abroad is not readily available. It is being called for from the Missions and will be placed on the Table of the House, when received.

रक्षा विभाग से चुराए गए शस्त्रास्त्र

2400. श्री धनशाह प्रधान क्या रक्षा मन्त्री यह बताने की कृपा करेंगे कि :

(क) क्या उनका ध्यान 8 फरवरी, 1975 के एक हिन्दी दैनिक में प्रकाशित इस समाचार की ओर दिलाया गया है कि रक्षा विभाग से शस्त्रास्त्र चुराए गए हैं

(ख) क्या इन सम्बन्ध में जांच की गई है; और

(ग) यदि हाँ, तो उसके क्या परिणाम निकले ?

रक्षा मंत्री (श्री स्वर्ण सिंह) (क) जी हाँ, श्रीमान् ।

(ख) और (ग) गोला बारूद की चोरी की जाच रेलवे पुलिस कर रहा है, जिन्होंने भारतीय दण्ड संहिता की धारा 461 और 379 तथा शस्त्र अधिनियम की धारा 25(ग) के अन्तर्गत मामला दर्ज कर लिया है । पुलिस ने तीन व्यक्तियों को गिरफ्तार किया है । 22 गोला बारूद की 6,066 गोलियाँ तथा 76 बम फसूख बरामद किए गए हैं । भेजे गए विस्फोटक/गोला बारूद की प्रत्यक्ष जांच करने पर 22 गोला बारूद की 25 गोलियाँ कम पायी गई । वायु सेना में चोरी होने की परिस्थितियों की जांच करने के लिए एक जांच अदालत के आदेश दे दिए हैं ।

Free Travel Concessions to Defence Personnel

2401. SHRI RAMACHANDRAN KANDANNAPPALKI: Will the Minister of DEFENCE be pleased to state whether Government realise that from the date of implementation of the recommendation of the last Pay Commission, the defence personnel are already at loss of nearly two years for the free travel concessions and a further delay on the actual implementation of the recommendations would definitely have a demoralising effect on the personnel, particularly the lower category i.e. the Jawans' category?

THE DEPUTY MINISTER IN THE MINISTRY OF DEFENCE (SHRI J. B. PATNAIK). The Third Pay Commission's recommendations regarding the leave travel concessions for the Armed forces personnel are under examination and Government orders are expected to be issued shortly. Meanwhile, such personnel are being given the concessions under the existing orders.

श्री हाजी कुली मस्तान के मामले में भूतपूर्व राज्यपाल श्री कानूनगो के विरुद्ध निष्कर्ष

2402. श्री छटल बिहारी बाजपेयी :

श्री जगन्नाथ राव जोशी :

श्री ईश्वर चौधरी :

श्री हेमन्तसिंह बनेरा :

श्री आर० आर० शर्मा :

श्री मूल चन्व वर्मा :

क्या बिदेश मन्त्री यह बताने की कृपा करेंगे कि :

(क) क्या कुख्यात तस्कर श्री हाजी कुली मस्तान के लिए सिफारिश करने के लिए भूतपूर्व राज्यपाल श्री कानूनगो को एक न्यायालय द्वारा दोषी पाया गया था;

(ख) यह किम तारीख के हुआ था; और

(ग) न्यायालय के निष्कर्ष क्या हैं और इस बारे में श्री कानूनगो के विरुद्ध क्या कार्यवाही की गई है ?

बिदेश मंत्रालय में उपमंत्री (श्री बिपिनपाल दास) : (क) यह मुकद्दमा श्री हाजी कुली मस्तान के विरुद्ध जालसाजी के आरोप का था । श्री कानूनगो उस मुकद्दमे में केवल गवाह के रूप में उपस्थित हुए थे ।

(ख) न्यायालय ने 22-1-1973 को निर्णय दिया था ।

(ग) न्यायालय ने इस दावे को अस्वीकार कर दिया कि सम्बद्ध प्रमाण पत्र, जिस पर भूतपूर्व राज्यपाल के हस्ताक्षर बनाये जाते हैं; एक जाली दस्तावेज हैं । 22-1-1973 के अपने निर्णय में ट्रायल मैजिस्ट्रेट ने श्री कानूनगो के विरुद्ध निन्दात्मक टिप्पणी दी । बम्बई उच्च न्यायालय ने अपील में मुकद्दमे की सनवाई क १३

विचले न्यायालय के निर्णय का समर्थन किया। श्री कानूनगो के विरुद्ध किसी कार्रवाई का प्रश्न नहीं उठा।

Construction of Lateral Road connecting NH 31

2403. SHRI NOORUL HUDA: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether Government's attention has been drawn to the extremely precarious condition of the Lateral Road connecting National Highway 31 from the eastern boundary of West Bengal (Coochbehar) to Goalpara District and certain parts in Kamrup District in the State of Assam;

(b) whether the construction of the Lateral Road was not financed by the Union Government; and

(c) if so, the reasons for the neglect of the road for years together resulting in extreme hazards and sufferings of very large number of travelling public?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI H. M. TRIVEDI): (a) yes, Sir.

(b) and (c) The road in question in Assam is a state road. The Government of India provided financial assistance for its development by way of grants-in-aid. The future maintenance and upkeep was to be the responsibility of the State Government. They have accordingly been asked to take immediate steps for proper repair of the road out of State funds.

Rights of Coastal States over resources of Sea

2404. SHRI NITIRAJ SINGH CHAUDHARY: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether the limits regarding rights of Coastal States over living

and non-living resources in sea have been fixed; if so, the extent thereof; and

(b) if not, the decision arrived at in Caracas Conference and in Tehran at the Sixteenth Session of the Asian African Legal Consultative Committee?

THE DEPUTY MINISTER IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI BIPINPAL DAS): (a) The existing international law recognises the rights of a coastal State over the living and non-living resources of the sea within its territorial waters and on the sea-bed or in the sub-soil of its continental shelf. It also recognises the special interests of the coastal State in the living resources of the sea adjoining its territorial waters. The precise limits of the territorial waters, the economic zone and the continental shelf have not yet been fixed.

(b) Although no decisions were reached at the Caracas Session of the Conference on the Law of the Sea, the concept of the economic zone which may extend to 200 miles from the appropriate baseline along the coast and in which the coastal State enjoys sovereign and exclusive rights over the living and non-living resources and over matters relating to the protection of the marine environment and the conduct of scientific research, received widespread support. Representatives of over 100 States supported this concept. The precise outer limits of the continental shelf have yet to be determined.

At the sixteenth session of the Asian African Legal Consultative Committee held at Tehran in January, 1975, there was a near consensus on the concept of the economic zone. No decision was, however, taken either on this concept or on the outer limits of the continental shelf.

Imposition of Surcharge on Port Services by Bombay Port Trust

2405. SHRI INDRAJIT GUPTA: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether the Bombay Port Trust have decided to impose ad-hoc surcharge on port services;

(b) if so, the facts thereof and the additional revenue expected thereby;

(c) whether the labour representatives in the Trust wanted further increase in the surcharges; and

(d) if so, the reasons for its non-acceptance?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI H. M. TRIVEDI): (a) and (b) The Board of Trustees of the Bombay Port have approved subject to the Central Government sanction, a surcharge at a flat rate of 90 per cent on all their rates and dues excepting Towage, Berth charges and Pier dues (inclusive of existing surcharges) as specified in the:

(i) Docks Scale of Rates.

(ii) Bunder Scale of Rates and

(iii) Pilotage Scale of Charges.

In case of Towage, Berth Charges and Pier Dues, a surcharge of 66-2/3 per cent is proposed.

The proposed surcharge is expected to yield an additional revenue of about Rs. 21 crores annually.

(c) and (d). The labour representative on the Port Trust Board was of the opinion that the proposed surcharge was quite inadequate. According to him, the surcharge should have been at least 300 to 400 per cent above the present rates. This suggestion was, however, not accepted by the Port Trust Board, presumably to avoid unjustified burden which will be cast on the port users by imposition of such a surcharge.

Participation by Foreign Teams in World Table Tennis at Calcutta

2406. SRI B. R. SHUKLA: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether visas had been denied to Israeli team to visit India to participate in the World Table Tennis Championship in Calcutta;

(b) if so, the reasons therefor; and

(c) whether Pakistan or China participated in the said Championship?

THE DEPUTY MINISTER IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI BIPINPAL DAS): (a) and (b). The Table Tennis Federation of India, which organised the Tournament, did not extend an invitation to Israel to participate in the 33rd World Table Tennis Tournament in Calcutta. Since the Israeli team was not invited, there was no question of issuing a visa for this purpose.

(c) China participated. Pakistan did not.

Recruitment of persons from Eastern Zone States in Defence Services

2407. SHRI SAKTI KUMAR SARKAR:

SHRI SHANKAR NARAYAN SINGH DEO:

SHRI TUNA ORAON:

Will the Minister of DEFENCE be pleased to state:

(a) the policy of the Government in regard to the recruitment in the Defence Services; and

(b) the number of persons recruited from the Eastern Zone States during 1972-73, 1973-74 and 1974-75?

THE MINISTER OF DEFENCE (SHRI SWARAN SINGH): (a) and (b). A Statement is laid on the Table of the House. (Placed in Library. See No. LT-9112[75].

Commonwealth Conference

2408. SHRI R. V. SWAMINATHAN: Will the Minister of **EXTERNAL AFFAIRS** be pleased to state:

(a) whether India would be attending the Conference of the Commonwealth this year;

(b) if so, what would be the main points for discussion in the Conference;

(c) whether any proposal is to be put forward by the Indian Delegation; and

(d) when the meeting is likely to be held?

THE DEPUTY MINISTER IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI BIPINPAL DAS): (a) Yes, Sir.

(b) and (c) The provisional agenda is still under preparation by the Commonwealth Secretariat in consultation with all the Commonwealth Governments.

(b) The Commonwealth Heads of Government meeting will be held in Kingston from 29th April to 6th May, 1975.

Talk with West Bengal Government on Rehabilitation of former East Pakistan Refugees

2409. SHRI SAMAR GUHA: Will the Minister of **SUPPLY AND REHABILITATION** be pleased to state:

(a) whether the Union Government had any talk with the Government of West Bengal during the last

two years in regard to solution of outstanding problems of rehabilitation of the former East Pakistan refugees;

(b) if so, the subjects and outcome of such discussions;

(c) the reaction of the Government of West Bengal to the plans for resettlement of refugees during the Fifth Plan period;

(d) whether the Central Government have decided, or intend to wind up Rehabilitation Department both at the Centre and in different States; and

(e) if so, the facts thereof?

THE MINISTER OF SUPPLY AND REHABILITATION (SHRI R. K. KHADILKAR): (a) Yes, Sir.

(b) The question of rehabilitation of the migrants from former East Pakistan in West Bengal was discussed in the context of integration of the migrants with the general socio-economic structure of the State and the residual rehabilitation problem tackled as part of the State Five Year Plan. The modalities of doing so are under consideration. This is in addition to the schemes already included in the Fifth Five Year Plan of the Department of Rehabilitation.

(c) The Government of West Bengal felt that the provision made in the 5th Five Year Plan of the Department of Rehabilitation for rehabilitation schemes in West Bengal was inadequate.

(d) Government have not yet taken any decision in this regard.

(e) Does not arise.

Safety conditions in Coal Mines in Eastern Zone

2410. SHRI ROBIN SEN: Will the Minister of LABOUR be pleased to state:

(a) whether his attention has been drawn to the deteriorating safety conditions in the coal mines, particularly in the eastern zone where the coal miners were being compelled by the authorities to work 7 days in a week;

(b) whether the Director General of Mines Safety, Dhanbad had not taken any strong measures to stop this anti-labour practice; and

(c) the reaction of Government thereto?

THE DEPUTY MINISTER IN THE MINISTRY OF LABOUR (SHRI BALGOVIND VERMA):

(a) Yes.

(b) and (c). Special inspections have been made to check the contravention of Section 28 of the Mines Act, 1952. Director General of Mines Safety has been instructed to take appropriate action under the law.

Participation by Chinese in World Table Tennis at Calcutta

2411. SHRI PRIYA RANJAN DAS MUNSI: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether any official communication was made between India and China about their participation in World Table Tennis at Calcutta;

(b) whether the delegation has been led by a Minister of China; and

(c) whether any dialogue or discussion of any form has been done with Chinese Minister?

THE DEPUTY MINISTER IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI BIPINPAL DAS): (a) Yes, Sir, Government was informed of Chinese participation in the World

Table Tennis Tournament through official channels.

(b) The Chinese delegation was led by the Vice-Chairman of the National Physical Culture and Sports Commission.

(c) The purpose of the visit to India of the Chinese Table Tennis Team was participation in a sports event.

वर्ष 1973 और 1974 के दौरान पूर्ति विभाग में सतर्कता सम्बन्धी मायले ।

2412. श्री मूल चन्द्र झाग : क्या पूर्ति और पुनर्वासि मंत्री यह बताने की कृपा करेंगे कि :

(क) वर्ष 1973 और 1974 के दौरान पूर्ति विभाग के सतर्कता विभाग के अधीनस्थ कार्यालयों में किन-किन व्यक्तियों के विरुद्ध किस-किस अपराध के लिये कार्यवाही की गई और उनमें से प्रत्येक व्यक्ति को क्या दण्ड दिया गया, और

(ख) उक्त अवधि के दौरान किन किन सरकारी कर्मचारियों के विरुद्ध सरकार द्वारा अप्रसन्नता व्यक्त की गई या उन्हें चेतावनी दी गई, और इसके क्या कारण हैं ?

पूर्ति और पुनर्वासि मंत्री (श्री आर० के० साहिलकर) : (क) ब्योरे सभा पटल पर रखे गये विवरण (अनुबन्ध-1) में दिये जाते हैं । [ग्रन्थालय में रखा गया।देखिये संख्या, एल टी 9113/75]

(ख) ब्योरे सभा पटल पर रखे गये विवरण (अनुबन्ध-11) में दिये जाते हैं । [ग्रन्थालय में रखा गया।देखिए संख्या, 9113/75]

Implementation of Recommendations of Patiala Committee on Re-organisation of Territorial Army

2413. SHRI R. R. SINGH DEO: Will the Minister of DEFENCE be pleased to state:

(a) whether Government have taken any final decision on the recommendation of the Patiala Committee on the Re-organisation of the Territorial Army; and

(b) if so, what were the main recommendations of the Patiala Committee and which are the recommendations which have been implemented by Government and the reasons for not implementing the other recommendations?

THE DEPUTY MINISTER IN THE MINISTRY OF DEFENCE (SHRI J. B. PATNAIK): (a) and (b). A statement indicating the action taken on the main recommendations is laid on the Table of the House. [Placed in Library See No LT-9114/75]

Self-sufficiency in manufacturing High Degree Defence Equipment Aircraft

2415. SHRI NAWAL KISHORE SHARMA: Will the Minister of DEFENCE be pleased to state:

(a) whether India has entered an era of self-sufficiency in manufacturing high degree defence equipment;

(b) if so, the facts thereof together with the details of all five types of aircraft which India is going to manufacture for defence purposes; and

(c) what shall be the position of India from defence point of view as a result of manufacture of tankers, ships and aircraft?

THE MINISTER OF STATE (DEFENCE PRODUCTION) IN THE MINISTRY OF DEFENCE (SHRI RAM NIWAS MIRDHA): (a) A considerable degree of self-sufficiency in the manufacture of defence equipment has been achieved.

(b) It covers the entire family of small-arms and light artillery, tanks, anti-tank weapons and anti-tank missiles. For the Navy, we are producing Leander Class Frigates and for the Air Force MIG-21, Kiran, HS-748, Marut aircraft and Alouette Helicopters. The requirement of Services of communication, Radars and Surveillance equipment are being met largely indigenously. Indigenous production of medium artillery is being established.

(c) This would mean yet another step towards attaining self-reliance.

Indian Territory under Pak Occupation

2416. SHRI S. N. MISRA:

SHRI M. V. KRISHNAPPA:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) the names of the parts of the Indian territory along with their respective areas still under Pakistan occupation as a result of the Indo-Pak Conflict; and

(b) the steps taken to recover the Indian territory?

THE DEPUTY MINISTER IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI BIPINPAL DAS): (a) Pakistan continues to be in illegal occupation of a part of the State of Jammu and Kashmir since 1947-48. The area of such territory presently under occupation of Pakistan is approximately 30,200 square miles (78,218 square kilometres). An additional area of about 2000 square miles (5,180 square kilometres) in Pakistan-occupied Kashmir was illegally ceded by Pakistan to China under the so-called Sino-Pak Agreement of 1963.

(b) It is Government's policy to settle the issue arising out of Pakistan's occupation of a part of Jammu and Kashmir peacefully through bilateral negotiations.

Loan to D.T.C. for purchase of New Buses

2417. SHRI SUKHDEO PRASAD VERMA:

SHRI MUKHTIAR SINGH MALIK:

Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) the amount of loan sanctioned to the Delhi Transport Corporation, Delhi for the purchase of new buses during the year 1973-74 and 1974-75; and

(b) the increased number of D.T.C. buses plying on the roads at present?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI H.M. TRIVEDI):

(a) During the years 1973-74 and 1974-75, the Central Government allocated Rs. 585.21 lakhs and Rs. 792 lakhs respectively for loan assistance to the D.T.C. to meet its capital expenditure. Against these amounts, loans amounting to Rs. 1198.21 lakhs have already been sanctioned to the Corporation. The question of releasing the balance of Rs. 179 lakhs is being processed.

Out of the sum of Rs. 1198.21 lakhs so far released, the Corporation has spent Rs. 948.67 lakhs on purchase of buses and transportation etc. charges. 707 complete buses and another 119 chasis have been acquired by the Corporation during the relevant period (i.e. upto 28-2-75).

(b) The number of D.T.C. buses daily on road and the total kilometrage performance by them is given below:—

	Buses on Road	Operated K.M.s (in lakhs)
1st March, '73	1212	2.06
1st March, '74	1077	2.02
1st March, '75	1376	2.77

More Ships to Shipping Industry

2418. SRI DHAMANKAR: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether Government are involving a package of new incentives to enable the Shipping industry to acquire more ships and offset the loss caused to the industry with the proposed withdrawal of development rebate; and

(b) if so, the salient features of the scheme and the action taken in the matter?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI H.M. TRIVEDI):

(a) and (b). According to budget proposals for 1975-76, already presented, the scheme of development rebate is proposed to be continued till 31-12-76 for ships which have been ordered before 31-12-73.

Production of Sponge Iron

2419. SHRI P. R. SHENOY: Will the Minister of STEEL AND MINES be pleased to state:

(a) whether steps have been taken for the production of sponge iron in the country; and

(c) if so, the present targeted production of this type of iron?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND MINES (SHRI SUKHDEV PRASAD): (a) and (b). Letters of intent have been granted to six State Industrial Development Corporations for the production of sponge iron for an aggregate annual capacity of 7.40 lakh tonnes. These schemes are still in the initial stages.

No targets for production of sponge iron has, however, been fixed as the technology for production of sponge iron on a commercial scale, with the use of locally available raw materials, has, yet to be developed

Legal Consultative Committee of Asia and Africa at Tehran

2420. PROF. MADHU DANDAVATE: Will the Minister of EXTERNAL AFFAIRS be pleased to state—

(a) whether Government have taken note of the Government of Nepal's "Right of land-locked countries" recently advocated at the Legal Consultative Committee of Asia and Africa at Tehran;

(b) whether Government have already given transit facilities through India to Nepal; and

(c) whether Government proposes to continue these facilities on reciprocal basis or otherwise?

THE DEPUTY MINISTER IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI BIPINPAL DAS):

(a) Yes, Sir.

(b) and (c). Yes, Sir. India is providing transit facilities to Nepal in accordance with the terms of Indo-Nepal Treaty of Trade and Transit which was signed in August, 1971.

Allotment of Funds to Orissa for Central Hospital

2421. SHRI ARJUN SETHI: Will the Minister of HEALTH AND FAMILY PLANNING be pleased to state:

(a) whether Government of India have approved some money for the State of Orissa to increase the beds in the Central Hospital, and

(b) if so, the facts regarding the use of this money allotted by the Central Government?

THE DEPUTY MINISTER IN THE MINISTRY OF HEALTH AND FAMILY PLANNING (SHRI A. K. M. ISHAQUE) (a) Ministry of Health and Family Planning have not established any hospital known as Central Hospital in Orissa, nor have they approved any allocation for increasing the beds in such a hospital.

(b) Does not arise.

Free Accommodation to Charge-men in Ordnance Factories

2422 SHRI S. M. BANERJEE: Will the Minister of DEFENCE be pleased to state.

(a) whether the chargemen in Ordnance Factories, Inspectorates and other allied establishments, who were entitled to free accommodation since long, have now been denied this concession;

(b) if so, the reasons for the same; and

(c) what positive steps have been taken by Government to modify this particular recommendation of the Pay Commission in favour of the charge-men?

THE MINISTER OF STATE (DEFENCE PRODUCTION) IN THE MINISTRY OF DEFENCE (SHRI RAM NIWAS MIRDHA): (a) to (c). The Third Pay Commission has re-

commended withdrawal of the facility of rent free accommodation consequent upon the introduction of the new pay scales. However, the question of allowing some benefit to the incumbents who were entitled to rent free accommodation is still under consideration.

Anti-Indian Propaganda by Pakistan and China

2424 SHRI ANANTRAO PATIL: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether Pakistan and China have geared up their propaganda machinery to tarnish the image of India in different countries of the world;

(b) if so, what measures Government propose to take to meet this malicious propaganda and publicity; and

(c) whether our external publicity and information machinery is too inadequate to project the correct image of India?

THE DEPUTY MINISTER IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI BIPINPAL DAS): (a) Publicity media of these countries have been carrying on anti-Indian propaganda intermittently.

(b) India's policies and actions have been projected in clear terms at the highest level, both in Parliament and through national and international media, to rebut effectively the false allegations and insinuations. Both here and through Indian Missions abroad prompt action is also taken to counter such propaganda from any source, and to publicize our policies and actions.

(c) Does not arise.

Criteria for Paying Agency Charges to States for Development of National Highways

2425. SHRI C. JANARDHANAN: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether the Union Government have been paying Agency charges to the State Governments for the execution of Development works on National Highways; and

(b) if so, what are the criteria of paying the Agency charges to the States?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI H. M. TRIVEDI): (a) Yes, Sir

(b) The agency charges are being paid at the rate of 7 1/2 per cent of the cost of the works.

Bauxite Deposits in Cannanore District of Kerala

2426. SHRI M. K. KRISHNAN: Will the Minister of STEEL AND MINES be pleased to state:

(a) whether the Geological Survey of India has conducted any survey to assess the bauxite deposits in the Nileshwar and Kumbala areas of Cannanore District of Kerala;

(b) if so, the findings of such survey; and

(c) the follow up measures taken thereon?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND MINES (SHRI SUKHDEV PRASAD): (a) Yes, Sir.

(b) As a result of survey conducted by the Geological Survey of India, reserves of 6.11 million tonnes of bauxite in Nileshwar area and 1.8 million tonnes in Kumbala area have been estimated.

(c) Investigations for bauxite were also carried out in Kanhangad, Payyanur and Taliparamba areas in Cannanore District and the results are being assessed. Better picture of the reserves will emerge after the completion of the investigations in hand and then only a view can be taken about their exploitation, after a careful consideration of beneficiation characteristics, economic viability, infrastructure and demand pattern etc.

Spirally Welded Pipe Plant at Rourkela

2427. SHRI VAYALAR RAVI: Will the Minister of STEEL AND MINES be pleased to state:

(a) the names of companies and amount of the offer of each company

Name of the Party	Offer	
	FOB Supplies	Indigenous Supplies
	Deutsch Marks	Rs.
1. M/s. Hoesch Handel AG West Germany & M/s. Greeves Cotton Calcutta	1,98,10,704	2,48,34,214
2. M/s. Berliner Maschinenbau & M/s. Utkal Machinery Kansaahl	1,58,02,500	2,68,15,000
3. M/s. Demag A.G. & M/s. Indmag Calcutta	1,81,50,000	1,79,15,658
4. M/s. Salzgitter Industriebau.	3,35,00,000	..

The offers of No. (1) and (2) were based on the 3 Roll Binding System with outer Roll Guiding Cage while that of No. (3) was based on 3 Roll Bending System with Internal Calibrating Star.

(b) It was decided for technical reasons to go in for the 3 Roll Bending System with outer Roll Guiding Cage. After taking all relevant factors especially technical aspects into consideration, the order was placed on M/s. H. Hoesch Handel AG West Germany and M/s. Greeves Cotton, Calcutta for an amount of Dm 1, 67,21 590 and Rs. 2,83,41,150.

According to schedule the plant has to be commissioned by January

which submitted quotations for the construction of the Spirally Welded Pipe Plant at Rourkela;

(b) the name of the company and the amount of the accepted offer together with the progress made in this matter, so far?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND MINES (SHRI SUKHDEV PRASAD): (a) The following firms had submitted their offers for the construction of Spirally Welded Pipe Plant at Rourkela:

1976. The project is at present going according to schedule.

Buyer to give Bigger Share for Our Shipping

2428. SHRI P. GANGADEB:
SHRI RAGHUNANDAN LAL BHATIA:
SHRI SHRIKISHAN MODI:

Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether in the transportation of Iron ore to Japan, Government have made any move to get a bigger share for our shipping;

(b) if so, the outcome thereof; and

(c) whether Government are considering to make it obligatory on the part of the buyer to give the National shipping companies larger share of the carriage?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI H. M. TRIVEDI) (a) to (c) Yes, Sir. Contracts for export of iron ore to Japan are made by Mineral and Metals Trading Corporation on FOB terms with Japanese Steel Mills who therefore control the shipping option. A team of three Indian Lines viz. Shipping Corporation of India, Great Eastern Shipping Co., and Dempo Steamship held discussion in Tokyo with Japanese Steel Mills and tried to secure a permanent arrangements for an increase in the share of Indian Lines in the carriage of iron ore to Japan. But they have not, so far, been successful. Govt. is also making keen efforts in this regard, while CIF contracting may be difficult the share for individual shipping lines could be enlarged.

Birth Prohibition by Abortion an Unnatural Means

2429. SHRI VARKEY GEORGE: Will the Minister of HEALTH AND FAMILY PLANNING be pleased to state:

(a) whether it has been reported in the Press that 31 bishops of the Italian Episcopal Council have unanimously restated that Catholic Church's view is that abortion is a grave moral crime because it violates the basic right of existence of an innocent and defenceless human being;

(b) whether elders of India held the same view; and

(c) if so, the reasons why Government are going against the law of nature by prohibiting the births by unnatural means?

THE DEPUTY MINISTER IN THE MINISTRY OF HEALTH AND FAMILY PLANNING (SHRI A. K. M. ISHAQUE): (a) The specific press report is not brought to the notice of the Government, but it is generally known that the Catholic Church is opposed to abortion.

(b) Not all elders in India held this view.

(c) The Medical Termination of Pregnancy Act provides for M.T.P. in certain circumstances, mainly to avoid risk to the life of the pregnant women or of grave injury to her physical or mental health.

Thefts at Rourkela Steel Plant

2430. SHRI Y. ESWARA REDDY:

SHRI SHANKER RAO SAVANT:

Will the Minister of STEEL AND MINES be pleased to state:

(a) whether a costly machine was stolen from the Rourkela Steel Plant recently;

(b) whether such thefts have taken place before also;

(c) whether any investigation has been conducted into this matter; and

(d) if so, the broad outlines thereof and the action taken thereof.

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND MINES (SHRI SUKHDEV PRASAD): (a) and (b). No, Sir. However one old worn out spindle meant for repair/rewinding has been reported missing.

(c) and (d). The matter of the missing spindle is under investigation.

Repatriation of Pakistani and Indian Nationals detained after 1971 conflict

2431. SHRI MUKHTIAR SINGH MALIK: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether Pakistani and Indian Nationals detained after 1971 conflict are still under detention in both the countries;

(b) if so, the number of such persons who are still under detention; and

(c) whether any efforts are afoot to secure their repatriation on reciprocal basis and if so, the facts thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI BIPINPAL DAS): (a) to (c) Some Nationals of India and Pakistan have been under detention, Indians in Pakistan and Pakistanis in India, after the 1971 conflict. They are connected with offences such as illegal entry, smuggling, etc. There is no agreement for exchange of nationals who fall in this category. However, an understanding was reached with Pakistan Government that information regarding such individuals will be exchanged. For this purpose the

Swiss Missions in both countries have been requested to prepare verified lists.

Permanent status to investigators, Computers and technical personnel in Labour Bureau

2432. SHRI VASANT SATHE: Will the Minister of LABOUR be pleased to state:

(a) the present strength of Investigators Gr. I, Gr. II, Computers and other technical personnel in the Labour Bureau vis-a-vis the number of posts and persons declared permanent, category-wise there against;

(b) whether a good number of these posts are regular and permanent but the persons working there against have not been declared permanent since last ten years or more; and

(c) if so, the action taken to grant permanent status to them?

THE DEPUTY MINISTER IN THE MINISTRY OF LABOUR (SHRI BALGOVIND VERMA): (a) and (b). A statement giving the required information is attached.

(c) Action is being taken to confirm as early as possible some more employees against available permanent vacancies.

Statement

Category	No. of persons in position	No. of permanent posts	No. of permanent posts in Col. 3 against which confirmations have been made	No. of employees completed 10 years of service but have not been declared permanent so far.
(1)	(2)	(3)	(4)	(5)
Investigator Grade I	43	20	2	5
Investigator Grade II	156	72	11	13
Computers	159	66	24	15

	1	2	3	4	5
Librarian	1	1	1	Nil	
Draftman	1	1	1	Nil	
Machine Technician	1	1	Nil	Nil	
Machine Room Supervisor	2	2	Nil	Nil	
Scrutiny Punch Verifier Supervisor	3	2	Nil	Nil	
Machine Scrutiny Operator	15	12	Nil	Nil	
Punch Verifier Operators	12	10	Nil	Nil	
Rota Print Operator and Rota Plate Processor	2	Nil	Nil	Nil	

Deaths in coal mines due to unsafe conditions

2433. SHRI P. M. MEHTA: Will the Minister of LABOUR be pleased to state:

(a) whether his Ministry has expressed its concern at the reports of spurt in fatal and serious accidents in the coal mines and the increasing violations of safety conditions;

(b) if so, the steps being taken in this regard;

(c) whether one reason for deterioration in safety conditions in the coal mines is the flouting of labour laws;

(d) if so, whether there have been complaints in this regard from the trade unions that the workers were forced to work for seven days in several mines in the eastern division; and

(e) if so, the steps being taken by the Ministry to lessen the large scale deaths in coal mines?

THE DEPUTY MINISTER IN THE MINISTRY OF LABOUR (SHRI BALGOVIND VERMA): (a) The number of fatal and serious accidents in 1974 were 201 and 234 respectively as against 172 and 237 during the year 1973.

(b) and (e). A meeting was convened by Labour Minister on 20-12-1974 with the officials of Department of Coal, Department of Mines and the Director General of Mines Safety to discuss and outline in detail the steps to be taken to improve safety in mines. Also special safety drives were launched in the months of September and November, 1974 besides usual inspection of mines by the Directorate General of Mines Safety to improve maintenance of standards of winding installations and flame proof equipment in mines

(c) and (d). There had been complaints that workers work forced to work for seven days in the week in some mines of eastern division.

Opening of round the clock dispensaries in States

2434. SHRI VEKARIA:

SHRI ARVIND M. PATEL:

Will the Minister of HEALTH AND FAMILY PLANNING be pleased to state:

(a) whether some round the clock dispensaries have been opened in the Capital; and

(b) if so, whether Government are considering to issue some direction to other States to open such dispensaries in big cities of the States also?

THE DEPUTY MINISTER IN THE MINISTRY OF HEALTH AND FAMILY PLANNING (SHRI A. K. M. ISHAQUE): (a) Thirty CGHS Dispensaries are functioning round the clock for routine and emergency purposes.

(b) There is no such proposal at present.

Asian Collective Security

2435. **SHRI B. V. NAIK:** Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether the Russian proposal for Asian Collective Security is getting a renewed consideration by the Government due to U.S. arms aid to Pakistan and American naval base in Diego Garcia; and

(b) if not, how the tilt in the balance of power in the Indian Ocean area is proposed to be set right?

THE DEPUTY MINISTER IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI BIPINPAL DAS): (a) and (b). The Soviet Union had put forward the concept of Asian Collective Security, but no concrete proposals have been made for its implementation. It has always been an objective of our policy to work for peace and cooperation in Asia. We, therefore, continue to support measures which would strengthen the international peace and security and oppose steps which may heighten tensions, particularly in our neighbourhood. In consultation with littoral and other concerned States, Government will continue its efforts at the United Nations and other appropriate forums as also through its bilateral diplomacy to secure the elimination of foreign military bases from the Indian Ocean and to establish in it a zone of peace.

Ban on export of blood

2436. **SHRI SOMNATH CHATTERJEE:** Will the Minister of HEALTH AND FAMILY PLANNING be pleased to state:

(a) whether Government are having any proposal to ban the export of blood from India; and

(b) if so, the main features thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF HEALTH AND FAMILY PLANNING (SHRI A. K. M. ISHAQUE): (a) and (b). Under Schedule I of the Export (Control) Order, 1968 (amended), Government has already banned with effect from the 21st December, 1974 the export of—

(i) Raw placenta, Placental Blood/Plasma;

(ii) Whole human blood/Plasma and all products derived from human blood, except human Gamma Globulin and Human Serum Albumin manufactured from Human Placenta and Human placental blood.

Legislation for grant of recognition to Trade Unions

2437. **SHRI C. K. CHANDRAPPA:** Will the Minister of LABOUR be pleased to state:

(a) the latest membership of each of the recognised Trade Union Central organisations in India;

(b) whether Government intend to bring forward a comprehensive legislation with regard to various aspects for granting recognition to Trade Unions; and

(c) if so, when it is likely to be brought forward?

THE DEPUTY MINISTER IN THE MINISTRY OF LABOUR (SHRI BALGOVIND VERMA): (a) According to the last general verification of membership as on December 31, 1968, the verified membership figures of the following four Central Organisations of Workers were:

(i) INTUC	13,26,152
(ii) AITUC	6,34,802
(iii) HMS	4,63,772
(iv) UTUC	1,25,754

(b) The various aspects of the question of recognition of individual trade unions are being considered in the context of the proposed Industrial Relations Bill.

(c) Efforts are being made to introduce the Bill in the Parliament as early as possible

Message of Greetings to Bangladesh

2438. SHRI CHANDRA SHEKHAR SINGH: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether the Government of India have sent a message of greetings to the President of Bangladesh on his new assignment of President of that country; and

(b) if so, the message sent and the reaction of the same on Bangladesh and Pakistan?

THE DEPUTY MINISTER IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI BIPINPAL DAS):

(a) The Prime Minister sent a message of felicitations to Sheikh Mujibur Rahman on his assumption of the office of President of the People's Republic of Bangladesh.

(b) The message read:

"Please accept my warm felicitations on your assumption of the high office of President of People's

Republic of Bangladesh. We wish you good health and success in the tasks before you and we look forward to the further consolidation of the close relations between our two countries."

The message was widely publicised in Bangladesh. Government are not aware of any comment by the Government of Pakistan on the message.

Merchant ships under Indian Flag

2439 SHRI H. K. L. BHAGAT: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) the number of merchant ships under the Indian Flag as at present and their carriage capacity; and

(b) the steps taken to manufacture the same in India?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI H. M. TRIVEDI): (a) The position as on 1-2-75 is as follows:

	No. of vessels	GRT (in Lakhs)	DWT
Overseas Trade tonnage	234	34.32	54.57
Coastal Trade tonnage	61	2.79	4.04
Total	295	37.11	58.61

(b) The ships on the Indian Register contain several vessels constructed indigenously. For example, the Hindustan Shipyard, Visakhapatnam has so far constructed and delivered 64 vessels and crafts of varying size and type aggregating to 5.51 lakh tonnes deadweight.

Discussion on Draft of Industrial Relations Bill with I.L.C.

2440. SHRI NIMBALKAR: Will the Minister of LABOUR be pleased to state:

(a) whether the Government of India had circulated the draft of the proposed Industrial Relations Bill to the ILC (Indian Labour Conference);

(b) whether Government had promised to discuss the bill at the next ILC meeting; and

(c) if so, when the next ILC meeting is intended to be called for?

THE DEPUTY MINISTER IN THE MINISTRY OF LABOUR (SHRI BALGOVIND VERMA): (a) No, Sir.

(b) The major recommendations of the National Commission on Labour, which are being kept in view while finalising the Industrial Relations Bill, were discussed at various tripartite (including the Indian Labour Conference and the Standing Labour Committee) and other forums and as such it was not considered necessary to discuss the points again at the Indian Labour Conference.

(c) No date has yet been fixed. We are contemplating to hold the Conference in the near future.

Recognition to P.L.O.

2441 SHRI HARI SINGH: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether Government have recently given recognition to the Palestine Liberation Organisation;

(b) if so, the reasons therefor and the reaction thereof in the world countries; and

(c) what facilities are being given and would be given in India and by India to the P.L.O.?

THE DEPUTY MINISTER IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI BIPINPAL DAS):

(a) and (b). The Government have for some time accepted the Palestine Liberation Organisation as the legitimate representative of the Palestinian people in their struggle for the restoration of their legitimate rights. Our sympathy and support for the Palestinian cause dates back to re-Independence days. This cause has received sympathy and support of the overwhelming majority of the international community.

(c) The Palestine Liberation Organisation requested the opening of an office of the Organisation in India to which the Government of India has agreed.

Fresh approach to normalise Sino-Indian relations

2442 SHRI SARJOO PANDEY: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether the Chinese Government made any fresh approach during the time of World Table Tennis Championship in Calcutta with a view to normalise relations with India;

(b) whether the press report to this effect had been brought to the notice of Government; and

(c) if so, the facts thereof and the reaction thereto?

THE DEPUTY MINISTER IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI BIPINPAL DAS):

(a) to (c). Government have seen the reports in the press of statements made in reply to questions put to Leader of the Chinese Delegation to the World Table Tennis Championship held in Calcutta.

No fresh approach has been made to Government.

Implementation of Family Planning Programme

2443. SHRI RAJDEO SINGH: Will the Minister of HEALTH AND FAMILY PLANNING be pleased to state:

(a) whether Family Planning Programme has resulted in failure;

(b) whether instead of resorting to educative value of small family, the recourse to money and other benefits have not made any dent on the growth of population; and

(c) if not, the percentage of growth of population for the last 10 years?

THE DEPUTY MINISTER IN THE MINISTRY OF HEALTH AND FAMILY PLANNING (SHRI A. K. M. ISHAQUE): (a) No. As a result of number of births averted during the various years under the Family Planning Programme, the national birth rate is estimated to have come down to 30.5 in 1972-73 and 35.4 per thousand population in 1973-74 from a level of 41.7 per thousand population in 1961. The death rate has been estimated to have come down faster from 22.8 per thousand population in 1951-60 to 16 per thousand population in 1972. If the birth rate had not come down to the above level, the growth rate of population would have been higher than that at present.

(b) Family Planning Programme is being implemented on a voluntary basis with emphasis on mass education and provision of services on a cafeteria basis. A broad-based mass education and motivation programme, utilising all available educational media and methods, forms an integral part of the Family Planning Programme. Payment of some monetary compensation for loss of wages to the acceptors of sterilization/IUD Programme is found desirable.

(c) The estimates made by an Expert Committee for the last two quinquennia are as follows:—

Quinquennium	Birth rate (per 1000 population)	Death rate (per 1000 population)	Growth rate %
1966—71	38.8	17.0	2.18
1971—76	35.5	15.0	2.05

Silver Jubilee of N.C.C. Territorial Army and Republic Day

2444. SHRI SURENDRA MOHANTY: Will the Minister of DEFENCE be pleased to state:

(a) whether the Silver Jubilee of the N.C.C., the Territorial Army and the Republic Day was observed;

(b) if so, what was the special programme and features for the three occasions;

(c) what was the expenditure on the occasion and the various heads of expenditure; and

(d) the total number of personnel who participated in the ceremonial in the Capital as well as in the State Capitals?

THE DEPUTY MINISTER IN THE MINISTRY OF DEFENCE (SHRI J. B. PATNAIK): (a) The Silver Jubilee celebrations of the NCC were held in 1973 and of the Territorial Army in 1974. No Silver Jubilee celebrations of the Republic Day have been held.

(b) The Silver Jubilee of the NCC was celebrated all over India and functions such as parades, exhibition, rallies and cultural programmes

were organised. A Commemorative Stamp was released by P&T Department. A Stamp was also released for the Territorial Army in 1974. A special parade of the Territorial Army was held in Delhi. A documentary film on Territorial Army was released by the Films Division. The activities of the NCC and the Territorial Army were publicized through various media.

(c) The expenditure incurred by State Governments and local organisations is not known. Other details are given in the statement attached.

(d) It is not possible to give the total number of cadets who participated in the different events during the NCC Silver Jubilee celebrations. In the Territorial Army Parades, 500 personnel took part in Delhi and a total of 2393 in the parades in State Capitals.

Statement

Expenditure on Silver Jubilee Celebrations of the NCC and the Territorial Army

(a) NCC

(i) Publicity	Rs. 10,550-
(ii) Transport, etc.	Rs. 1,666/-
Total	Rs. 12,216/-

(b) Territorial Army

(i) Ceremonial Parades, refreshments, Barakhana, Variety Entertainments	Rs. 24,303.44
(ii) Prizes	Rs. 24,750.00
(iii) Publicity/Photographs	Rs. 1,317.43
(iv) Honorarium	Rs. 2,000.00
	Rs. 52,370.87

Limestone deposits at Walayar, Kerala

2445. SHRI A. K. GOPALAN: Will the Minister of STEEL AND MINES be pleased to state:

(a) whether the attention of Government has been drawn to the limestone deposits at Walayar in Palghat District of Kerala in large quantities;

(b) if so, whether Government have a proposal for an intensive survey of these deposits; and

(c) if so, the broad outlines thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND MINES (SHRI SUKHDEV PRASAD): (a) to (c). As a result of the surveys already carried out, a reserve of 11.75 million tonnes of flux grade limestone has been estimated at Pandarettu of Wayalur area in Palghat district of Kerala. State Government of Kerala has now awarded a contract to Mineral Exploration Corporation, a public Sector Undertaking, for the establishment of additional reserve and collection of necessary geological data to enable them to take an investment decision about the setting up of a cement plant, based on these reserves.

Mechanisation of iron-ore mines in Karnataka

2446. SHRIMATI PARVATHI KRISHNAN: Will the Minister of STEEL AND MINES be pleased to state:

(a) whether Government have since fully mechanised the iron-ore mines in Karnataka;

(b) if so, the production per day in these iron-ore mines; and

(c) how much Government are earning every year from iron-ore export to Japan?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND MINES (SHRI SUKHDEV PRASAD): (a) and (b). There are three fully

mechanised iron ore mines in Karnataka. Their production during 1974 is given below:

S.No.	Name of the Owner	Name of Mine	Production during 1974 (in tonnes)
1	Mysore Iron & Steel Limited.	Kammengundi	62,956
2	Tungabhadra Minerals Limited.	Ubbalagundi (South Block)	51,266
3	Dalmia Cement (B) Limited.	BRH Mine	3,44,640

The National Mineral Development Corporation Limited is developing a fully mechanised mine at Donimalai which is scheduled to be commissioned during 1976.

In addition to the above mentioned fully mechanised mines there are five semi-mechanised mines

(c) Earnings from exports of iron ore to Japan from India during 1973-74 were of the order of Rupees 119 crores.

Bill for one Union for one Industry

2447. **SHRI K. M. 'MADHUKAR':** Will the Minister of LABOUR be pleased to state:

(a) whether the attention of Government has been drawn to the reported views expressed by some Central Ministers, Industrialists and Trade Union leaders that there should be one Union in one Industry;

(b) if so, the reaction of Government thereto;

(c) what action Government have taken in the matter;

(d) whether Government propose to bring forward a bill in the Budget Session, 1975; and

(e) if so, the feature thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF LABOUR (SHRI BALGOVIND VERMA): (a) to (c). The idea of one union in one industry, which has been advocated by the various interests concerned from time to time, is under Government's consideration in the context of the proposed Industrial Relations Bill.

(d) and (e). Efforts are being made to introduce the Industrial Relations Bill in the Parliament as early as possible.

Completion of Ratnagiri (Bhagavati) Harbour project

2448. **SHRI SHANKERRAO SAVANT:** Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) how much work has been done and how much is proposed to be done in respect of the Ratnagiri (Bhagavati) harbour during the present financial year;

(b) the causes for the showing down of the tempo of work; and

(c) the steps proposed to be taken to expedite the completion of this project?

THE MINISTER OF STATE IN MINISTRY OF SHIPPING AND TRANSPORT (SHRI H. M. TRIVEDI): (a) to (c). Executive responsibility for development of minor ports vests in the State

Government concerned. Government of Maharashtra have reported that in the present financial year, works in respect of extension of the break-water from 1500 ft. to 1900 ft. and reclamation of some additional land are in progress. The State Government have stated that the works in hand are in full swing and expected to be completed by the end of 1976.

India's Consul in Honolulu

2449. SHRI JYOTIRMOY BOSU: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether it is a fact that one Mr. David Watumull is now India's Consul in Honolulu and Hawaii;

(b) if so, what are the antecedents of this gentleman;

(c) whether his attention has been drawn to news items on Mr. David Watumull published by (1) Honolulu Star-Bulletin, dated May 14, 1963 (2) Honolulu Advertiser, dated June 16, 1971 (3) Honolulu Star-Bulletin, dated June 15, 1971, (4) Honolulu Star-Bulletin, dated May 5, 1972; and (5) Honolulu Advertiser, dated May 5, 1972; and

(d) if so, Government's reactions thereto?

THE DEPUTY MINISTER IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI BIPINPAL DAS): (a) No, Sir. A proposal to this effect is, however, under consideration of the Government at present.

(b) to (d). Government are aware of the information contained in the news items on David Watumull and will take these into account before reaching a final decision.

3808 L.S.—4.

जमैका के विदेश मंत्री की भारत यात्रा

2450. श्री हुकम चन्द कटुवाय : क्या विदेश मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या जनवरी, 1975 के अन्तिम सप्ताह में जमैका के विदेश मंत्री की भारत यात्रा के दौरान भारत और जमैका के बीच व्यापार की संभावनाओं का पता लगाने के लिये बातचीत हुई है ;

(ख) क्या जमैका सरकार ने भारत से तकनीकी तथा वैज्ञानिक क्षेत्र में सहयोग के लिये इच्छा व्यक्त की है ; और

(ग) यदि हां, तो तत्सम्बन्धी ब्यौरा क्या है और क्या भारत सरकार जमैका सरकार के साथ भविष्य में व्यापार बढ़ाने के विषय में कोई कदम उठायेगी ?

विदेश मंत्रालय में उप मंत्री (श्री विप्रियुक्तपाल दास) : (क) व्यापार के बारे में कोई औपचारिक बातचीत तो नहीं हुई थी क्योंकि यह यात्रा मुख्य रूप से अप्रैल-मई 1975 में जमैका में प्रस्तावित राष्ट्रमंडलीय देशों के अध्यक्षों के सम्मेलन पर विचार-विमर्श करने के लिए की गई थी, लेकिन भारत और जमैका के बीच व्यापार और आर्थिक सहयोग विकसित करने की दोनों देशों की इच्छा है ।

(ख) और (ग) : जी हा । जमैका सरकार डिजाइन, स्वास्थ्य विज्ञान, सिंचाई और निर्माण के क्षेत्रों में भारतीय इंजीनियरी विशेषज्ञों की भरती करना चाहती है । विधि-प्रारूपकारों की सेवाओं में और एक वाक्साइट विशेषज्ञ तथा एक हवाई पत्तन सलाहकार की सेवाओं में भी रुचि दिखाई है ।

26 उम्मीदवारों के व्यक्तिगत-मीरचय दिव्यों को चुके हैं जमैका को हम मछली, काजू, रबड़ उत्पादन सूती और संलिष्ट कपड़ों का निर्यात करते हैं । हम हल्के इजीनियरी का सामान, निर्माण सामग्री, कृषि उपकरण, हस्पताल का

साज-जमान और परिवर्धन के नियम के लिए भी प्रयत्न कर रहे हैं।

Un-traced Minerals in Kerala

2451. SHRIMATI BARGAVI THAN-KAPPAN: Will the Minister of STEEL AND MINES be pleased to state:

(a) whether huge deposits of various kinds of minerals in Kerala, are lying untraced;

(b) if so, whether Government propose to appoint study teams to survey all the areas of the State to find out the deposits; and

(c) if so, the broad outlines thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL, AND MINES (SHRI SUKHDEV PRASAD): (a) to (c). Search for minerals is a continuous process. Geological Survey of India has already located in Kerala iron ore, flux grade limestone, Cement grade limeshell, bauxite, Chinaclay, foundry and Glass-sand, Graphite and extensive deposits of ilmenite-monzonite sands.

In the current field season (1974-75) further investigations for different minerals are being conducted besides, systematic geological mapping in various parts of the State.

C.G.H.S. Doctors

2452. SHRI BIREN DUTTA: Will the Minister of HEALTH AND FAMILY PLANNING be pleased to state:

(a) whether 16 C.G.H.S. Doctors of Agartala, Tripura are being denied these legitimate demand for a long time;

(b) whether the Health Minister assured that their cases will be settled; and

(c) if so, the reasons for not yet settling the cases of these doctors?

THE DEPUTY MINISTER IN THE MINISTRY OF HEALTH AND FAMILY PLANNING (SHRI A. K. M. ISHAQUE): (a) to (c). The question of fixation of seniority of 16 Central Health Service doctors working in Tripura is under consideration.

Meeting of Indian Labour Conference

2453. SHRI RAM KANWAR: Will the Minister of LABOUR be pleased to state:

(a) whether a meeting of the Indian Labour Conference, a tripartite body representing trade unions, employers and Central and State Governments, has not been convened for a long time even though industrial unrest is more widespread today than ever in the past;

(b) if so, the reasons for not convening a meeting of the Indian Labour Conference,

(c) whether there will be more unrest if workers and employers are not consulted at right time; and

(d) if so, the reaction of Government in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF LABOUR (SHRI BALGOVIND VERMA): (a) The last (27th) Session of the Indian Labour Conference was held in October, 1971. The Government is contemplating to hold the Conference in the near future.

(b) Certain changes in the composition of Employers' and Workers' groups at the Conference were considered necessary and had to be settled.

(c) and (d). Whenever considered necessary Organisations of workers and employers are consulted.

ब्रिटेन में मदन लाल दीगरा के प्रवेश

2454 श्री झारखंड राय क्या बिबिन-
मंत्री यह बताने की कृपा करें कि बीर क्रान्ति-
कारी श्री मदन लाल दीगरा के प्रवेश
ब्रिटेन से भारत लाये जाने के मामले में क्या
प्रगति हुई है ?

बिबिन मंत्रालय में उपमंत्री (श्री बिबिन-
पाल दास) : हम इस बात का पता
झारखंड की सरकार कोशिश कर रहे हैं कि क्या
श्री मदन लाल दीगरा की समाधि को पहचाना
जा सकता है। उनके अवशेषों को भारत लाने
के प्रश्न पर अभी विचार किया जाएगा
जबकि उनकी समाधि पहचाना जा सके।

**Recognition of Hindi as Official
Language by U.N.O**

2455 SHRI M S PURTY: Will
the Minister of EXTERNAL
AFFAIRS be pleased to state

(a) whether Ministry of Education,
Social Welfare and Culture has ap-
proached his Ministry to approach the
U N O to recognise Hindi as one of
its official languages, and

(b) if so, the reaction of Ministry
of External Affairs thereon?

THE DEPUTY MINISTER IN THE
MINISTRY OF EXTERNAL AFFAIRS
(SHRI BIPINLAL DAS) : (a) and (b).
Government have instructed our Per-
manent Representative in New York
to consult with other Delegations on
the possibility of the inclusion of Hindi
as one of the official languages of the
U.N. On the basis of the reactions re-
ceived and of an assessment of the
possibilities, further action, as neces-
sary, will be taken.

**Scheme to Supply Life-Saving Drugs
in Rural Areas**

2456 SHRI S. N. MISRA: Will
the Minister of HEALTH AND
FAMILY PLANNING be pleased to
state:

(a) whether Government have for-
mulated any plan to make life-saving
drugs easily available at cheap rates
to the poor people in the far off tribal
and rural areas, and

(b) if so, the broad outlines thereof?

THE DEPUTY MINISTER IN THE
MINISTRY OF HEALTH AND FAMI-
LY PLANNING (SHRI A. K. M.
ISHAQUE) : (a) Yes

(b) A scheme for the production of
standard drugs at reasonable prices
has been included in the Fifth Five
Year Plan. Under this scheme, a list
of about 100 drugs has been drawn up
which would be considered for manu-
facture and supply to masses through
the Primary Health Centres and Sub-
Centres which are the main agencies
to provide medical relief in the rural
areas. An allocation of Rs. 5 crores
has been earmarked for this scheme
in the Fifth Plan.

Under the Minimum Needs Pro-
gramme in the Fifth Plan, the provi-
sion for drugs has been increased to
Rs. 12,000 at the level of the Primary
Health Centre and Rs. 2,000 at the
level of the Sub-Centre.

**Agreement with Mauritius for its
Second Plan**

2457 SHRI G. Y. KRISHNAN:
Will the Minister of EXTERNAL
AFFAIRS be pleased to state:

(a) whether there has recently been
any agreement between India and
Mauritius for latter's Second Plan
beginning in the July this year; and

(b) if so, the main features thereof?

**THE DEPUTY MINISTER IN THE
MINISTRY OF EXTERNAL AFFAIRS
(SHRI BIPINPAL DAS):** To No. Sir.

(b) Does not arise.

Completion of Cochin Bypass

2458. SHRI VAYALAR RAVI:
Will the Minister of SHIPPING AND
TRANSPORT be pleased to state:

(a) whether Government have given final sanction to the construction of the Cochin Bypass including the two bridges in that Bypass; and

(b) if so, the total amount sanctioned for this work and the steps taken to ensure the completion of this important work at an early date?

**THE MINISTER OF STATE IN THE
MINISTRY OF SHIPPING AND
TRANSPORT (SHRI H. M. TRIVEDI):**
(a) Yes, Sir.

(b) The estimated cost of the works sanctioned on Cochin Bypass totals to Rs. 330—583 lakhs; Rs. 173.660 lakhs for road works and Rs. 156.923 lakhs for 5 Nos. bridges. The works are in progress, except on the two bridges viz. Panangad-Kumbalam and Aroor-Kumbalam which have not yet been taken up. These works would be completed in the latter half of the Fifth Five-Year Plan period depending upon the availability of funds.

Regional Passport Office in Kerala

2459. SHRI VAYALAR RAVI:
Will the Minister of EXTERNAL
AFFAIRS be pleased to state:

(a) the reasons for the delay in the opening of the Regional Passport Office in Kerala; and

(b) the steps Government have taken to overcome these difficulties and the time by which the Office is expected to start functioning in that place?

**THE DEPUTY MINISTER IN THE
MINISTRY OF EXTERNAL AFFAIRS
(SHRI BIPINPAL DAS):** (a) The delay in the opening of the Regional Passport Office in Cochin, Kerala has been solely due to the non-availability of suitable office accommodation.

(b) During the last six months, the Government have been negotiating the renting of a private building, under construction in Ernakulum, through the State Government. It is understood that the building is now ready for occupation and as soon as negotiations for fixing the rent are completed, arrangements will be made for shifting the office from Madras to Ernakulum. The office is expected to start functioning there within the next three months.

Progress of works of Hindustan Latex at Trivandrum

2460. SHRI VAYALAR RAVI:
Will the Minister of HEALTH AND
FAMILY PLANNING be pleased to
state:

(a) whether the development works of the Hindustan Latex at Trivandrum is progressing as per schedule; and

(b) if so, a brief outline of the works completed, so far?

**THE DEPUTY MINISTER IN THE
MINISTRY OF HEALTH AND FAMI-
LY PLANNING (SHRI A. K. M. ISHA-
QUE):** (a) and (b). Civil Works are progressing satisfactorily. The orders have been placed for supply of boiler and other vital equipments needed for the expansion of the project. However, the completion is likely to be somewhat delayed.

हिन्दुस्तान जिक लिमिटेड, उदयपुर के प्रबंध निदेशक द्वारा लिखा गया यात्रा भत्ता

2461. श्री सलबी भाई : क्या इस्पात और खान मंत्रालय यह बताने की कृपा करेंगे कि :

(क) वर्ष 1973-74 तथा 1974-75 के दौरान अलग-अलग हिन्दुस्तान जिक लिमिटेड, उदयपुर के प्रबंध निदेशक द्वारा कितना यात्रा भत्ता लिया गया ;

(ख) क्या सरकार द्वारा यात्रा भत्ते पर होने वाले व्यय में कटौती करने के बारे में कोई कार्यवाही की जा रही है ; और

(ग) यदि हा, तो तत्सम्बन्धी मुख्य विशेषताये क्या हैं ?

इस्पात और खान मंत्रालय में उपमंत्री (श्री सुखदेव प्रसाद) : (क) हिन्दुस्तान जिक लिमिटेड उदयपुर के अध्यक्ष-प्रबंध निदेशक द्वारा 1973-74 तथा 1974-75 (जनवरी, 1975 तक) के दौरान क्रमशः 28,277 रुपये तथा 35,495 रुपये (अन्तिम) यात्रा व्यय किया गया ।

(ख) और (ग) : हिन्दुस्तान जिक लि. सहित सरकारी क्षेत्र के सभी प्रतिष्ठानों को पहले ही अनुदेश दिए जा चुके हैं कि गैर-योजना व्यय तथा यात्रा भत्ता आदि जैसे ऊपरी प्रशासनिक खर्च में, जहां तक हो सके, मितव्ययिता बरती जाए ।

Hollow Drill Rods for Bharat Gold Mines Ltd.

2462. SHRI G. Y. KRISHNAN: Will the Minister of STEEL AND MINES be pleased to state:

(a) whether the second shift in the T.B. Bit Shop (Central Workshops and the BGML) was discontinued owing to increase in the Stock of T. C. Rods;

(b) the requirement of T.C. Rods

for the operation of Mines per month and the present stock position thereof, including hollow drill rods (Canada); and

(c) whether the Chairman-cum-Managing Director placed an order for 1,300 tonnes of hollow drill rods from Canada at a cost of Rs. 68 lakhs worth of foreign exchange?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND MINES (SHRI SUKHDEV PRASAD): (a) No, Sir. The working of the second shift of T.C. Bit Shop of Central Workshop has been discontinued mainly due to power cut imposed by the Karnataka State Electricity Board, and not due to increase in stock of TC Rods.

(b) The average requirement of Bharat Gold Mines Limited for Hollow Alloy Drill Steel Rods based on past consumption is about 4 tonnes per month. The present stock with the company of finished Drill Steel Rods is about 19 tonnes. The present Stock of Hollow Alloy Drill Steel is about 154 tonnes. BGML is proposing to increase the production of finished drill rods to meet their own requirements, and also of other mining enterprises.

(c) An indent was raised by BGML on the Indian Supply Mission, Washington on 25th April, 1974 for procurement of 730 tonnes of Hollow Alloy Drill Rods and 200 tonnes of Extension Drill Rods. For this Foreign Exchange of Rs. 68 lakhs was released in favour of the Company.

Publications depicting Heroic Deeds and Sacrifices made by Martyrs and Gallantry Award Winners, of Armed Forces

2463. PROF. NARAIN CHAND PARASHAR: Will the Minister of DEFENCE be pleased to state:

(a) whether Government would bring out suitable illustrated publications depicting the heroic deeds and

sacrifices made by the martyrs and the Gallantry Award Winners in the Armed Forces, in the field of action or other spheres like relief work;

(b) if so, whether any decision will be taken in this regard; and

(c) if so, the nature of the decision?

THE MINISTER OF DEFENCE (SHRI SWARAN SINGH): (a) to (c). Government bring out such publications from time to time. In 1958, a booklet entitled "Honours and Awards for Armed Forces" was published. A revised edition was brought out in 1963. An updated edition is now under preparation. Other such publications brought out are "War in Pictures", "Remembered Glory" and "Bangladesh and Indo-Pak War".

Increase in pension of reservists

2464 PROF NARAIN CHAND PARASHAR: Will the Minister of DEFENCE be pleased to state.

(a) whether the increase in pension has also been granted to the reservists; and

(b) if so, the amount of increase granted?

THE MINISTER OF DEFENCE (SHRI SWARAN SINGH): (a) and (b). The Third Pay Commission which examined the pay and pension structure of the service personnel did not recommend any change in the amount of reservists pension. This question is, however, being examined separately by the Government.

As a result of the recommendations of the Third Pay Commission, Government has granted certain reliefs to pensioners. These reliefs have been extended to the reservist pensioners

as well. The rates of the reliefs are as under:—

(i) For those reservist pensioners who retired on or after 1-1-1973. Rs. 5/- p.m. w.e.f. 1-8-1973, Rs. 10/- p.m. w.e.f. 1-1-1974 and Rs. 15/- p.m.

(ii) For those who retired before 1-1-73. Rs. 15/- p.m. w.e.f. 1-1-1973 in addition to the reliefs mentioned at (i) above.

Visit to India by Foreign Heads of States during 1974 and 1975

2465 SHRI NAWAL KISHORE SHARMA: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) the names of foreign Heads of States who visited India during the year 1974 and upto 28th February, 1975;

(b) the nature of agreements signed with each of them;

(c) the views expressed by each of them regarding situation in the Indian Ocean and Asian Security; and

(d) the steps taken to give a wide publicity to their views?

THE DEPUTY MINISTER IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI BIPINPAL DAS): (a) and (b). The required information is given in the attached statement.

(c) The visiting Heads of States were broadly in agreement with the policy of making the Indian Ocean a zone of peace, free from foreign military bases and great power rivalry.

(d) Their views received wide publicity in the Press, over the Radio and TV.

Statements

Statement showing the names of foreign Heads of States who visited India during the year 1974 and upto 28-2-1975

Sl. No.	Name of the Head of State	Nature of agreement signed during the visit
1	H. E. Mr. Josip Broz Tito, President of the Socialist Republic of Yugoslavia.	
2	H. E. Mr. Anwar El Sadaat, President of the Arab Republic, Egypt.	
3	H. E. U. Ne Win, President of the Socialist Republic of the Union of Burma and Chairman of the Council of State	
4	H. E. Mr. Leopold Sedar Senghor, President of the Republic of Senegal.	Agreement on Economic, Technical & Scientific Cooperation.
5	HIM Mohammad Raza Pahlavi Aryamehr, The Shahanshah of Iran and HIM Farah Pahlavi the Shahabaro of Iran.	
6	H. E. Mr. Albert-Bernard Bongo, President of the Republic of Gabon and Head of Government.	Agreed Minutes signed and exchanged between Shri T. A. Pai, Minister of Industry & Civil Supplies, and Mr. Paul Moukambi, Junior Minister of Economy and Finance.
7	H. E. Gasfar Mohammed Niamari, President of the Democratic Republic of the Sudan.	Agreement on Economic, Technical & Scientific Cooperation and cultural matters.
	Their Majesties The Yang-Di-Pertuen Agong of Malaysia.	
9	His Majesty Jigme Singye Wangchuck, King of Bhutan.	
10	HH Sheikh Zayed Bin Sultan Al-Nahyan, President of United Arab Emirates.	Letters exchanged regarding the Indo-UAE Joint Commission Cultural Agreement was also signed.
17	H. E. Dr. Kenneth D. Kaunda, President of the Republic of Zambia.	(i) Agreement on Economic and Technical Cooperation. (ii) Protocol on bilateral Cooperation.
12	H. E. Mr. William Gopallawa, President of the Republic of Sri Lanka and Madame Gopallawa.	
13	H. E. The Hon'ble Sir John Kerr, K.C.M.G., K. St.J., Q.C., Governor-General of Australia.	

Construction of Bridges at Chetturai, Kottapuram and Varapuzha on National Highway No. 17

2466. SHRI VARKEY GEORGE: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether Government have declared the coastal road from Kottapu-

ram to Edappally in Kerala as part of National Highway No. 17;

(b) whether Government are aware that three major bridges at Chetturai, Kottapuram and Varapuzha have to be constructed immediately to make use of the road for traffic; and

(c) if so, what steps are being taken to complete these bridges?

THE MINISTER OF STATE IN
THE MINISTRY OF SHIPPING AND
TRANSPORT (SHRI H. M. TRIVEDI):
(a) Yes Sir.

(b) and (c). The requirement of the bridges pertains to a recently changed route for National Highway No. 17 in the reach between Kuttipuram and Edapally (Ernakulam). The old route between Kuttipuram and Trichur is already existing as fully bridged route. Trichur and Ernakulam are connected by National Highway No. 47. Development of the altered route of National Highway No. 17 between Kuttipuram and Edapally (Ernakulam) to National Highway standard will be arranged according to availability of funds. Inventory for the present status and deficiencies of the route and investigations and formulation of detailed proposals for development works including the requirement of the bridges are being pursued by the State Government.

विभिन्न संघियों के पाठ की भाषाएँ

2467 श्री शंकर दयाल सिंह : क्या विदेश मंत्री यह बताने की कृपा करेंगे कि गत एक वर्ष में विदेशों से हुई संघियों में किन किन भाषाओं का प्रयोग किया गया है ?

विदेश मंत्रालय में उपमंत्री (श्री विपिन-पाल दास) : भारत ने पिछले एक वर्ष में बहुत से देशों के साथ कई संघियों की है। इनमें जिन भाषाओं का प्रयोग हुआ वे थी—अंग्रेजी, हिन्दी तथा संबंधित देशों की राष्ट्र-भाषाएँ।

दिल्ली में अस्पताल

2468. श्री शंकर दयाल सिंह : क्या स्वास्थ्य और परिवार नियोजन मंत्री यह बताने की कृपा करेंगे कि :

(क) दिल्ली में अस्पतालों की कुल संख्या कितनी है, तथा किस अस्पताल में

कितने कमरे तथा बेड्स रोगियों के लिये उपलब्ध हैं ;

(ख) क्या सरकार का विचार इन अस्पतालों का विकास करने तथा नये अस्पतालों का निर्माण करने का है ; और

(ग) यदि हाँ, तो उसका विवरण क्या है ?

स्वास्थ्य और परिवार नियोजन मंत्रालय में उपमंत्री (श्री ए० के० एम० इलहाक) :
(क) से (ग) . सूचना एकत्र की जा रही है और यथाशीघ्र भेज दी जायेगी।

मध्य प्रदेश में कर्मचारी राज्य बीमा योजना के अन्तर्गत शामिल भूमिक

2469. श्री गंगा चरण बीसित :
क्या भूम मंत्री यह बताने की कृपा करेंगे कि :

(क) मध्य प्रदेश में कर्मचारी राज्य बीमा योजना कितने भूमिकों पर लागू है ,

(ख) क्या भ्रूषधियाँ, भेषज, और इन्जक्शन न मिलने के कारण उक्त योजना से कोई लाभ न होने के बारे में भूमिकों से शिकायतें मिली हैं ; और

(ग) यदि हाँ, तो इस स्थिति में सुधार करने के लिए सरकार क्या कार्यवाही कर रही है ?

भूम मंत्रालय में उपमंत्री (श्री बालगो-विन्द वर्मा) : कर्मचारी राज्य बीमा निगम ने निम्नलिखित सूचना भेजी है :—

(क) 1,28,000,

(ख) और (ग). निगम को कोई शिकायत प्राप्त नहीं हुई है। तथापि, कर्मचारी राज्य बीमा अधिनियम, 1948 के अधीन चिकित्सीय लाभ के प्रशासन का वास्तविक राज्य सरकारों का होने के कारण, इस मामले का ज्ञान करना मध्य प्रदेश की सरकार का काम है ?

अभिक ब्यूरो के क्षेत्रीयपद (फील्ड पोस्ट)
के कर्मचारियों में मध्य प्रदेश का
प्रतिनिधित्व

2470. श्री गंगा चरण बीजित : क्या
अन्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या अभिक ब्यूरो के इकानामिक
इन्वेस्टीगटर ग्रेड-1 तथा ग्रेड-2 के क्षेत्रीय
पद के कर्मचारियों में मध्य प्रदेश का प्रति-
निधित्व या तो शून्य है अथवा तुलनात्मक
दृष्टि से बहुत ही कम है ;

(ख) यदि हां, तो इस असन्तुलन को
हटाने के लिए क्या उपाय किए गये हैं अथवा
किए जा रहे हैं ; और

(ग) उसके क्या परिणाम निकले ?

अन्य मंत्रालय में उपमंत्री श्री बालगोविन्द
बर्मा (क) भर्ती प्रखिल भारतीय
आधार पर की जाती है और किसी भी राज्य
के लिए कोई प्राक्षण नहीं है ।

(ख) और (ग) : क्षेत्री-1 अन्वेषको
के दो तिहाई पद प्रखिल भारतीय आधार पर
संघ लोक सेवा आयोग के जरिए भरे जाते
हैं । शेष एक तिहाई पदों को पदोन्नतियों
द्वारा भरे जाने वाले रिक्त स्थानों को
केन्द्रीय रोजगार कार्यालय के जरिए समाचार
पत्रों में विज्ञापित किया जाता है ।

नेपाल को सहायता

2471. श्री गंगा चरण बीजित : क्या
बिदेश मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या नेपाल ने अपने विकास में
सहायता देने के लिये हाल में भारत सरकार से
अनुरोध किया है ;

(ख) यदि हां, तो उस ने किस प्रकार
की सहायता मांगी है ; और

(ग) उस पर भारत सरकार की क्या
प्रतिक्रिया है ?

बिदेश मंत्रालय में उपमंत्री (श्री विपिन-
पाल दास) : (क) से (ग) : भारत
1951 से नेपाल को विकास सहायता देता
आ रहा है । पिछले दस वर्षों में यह सहायता
राशि औसतन लगभग 8.7 करोड़ रुपये
प्रति वर्ष रही है । फरवरी, 1974 में नेपाल
के योजना आयोग के उपाध्यक्ष की भारत
यात्रा के समय भारत नेपाल आर्थिक सहयोग
पर विस्तृत विचार-विमर्श हुआ था । उस समय
भारत देवीघाट जल-विद्युत परियोजना,
काठमांडू घनकुटा सड़क के निर्माण और
संभाव्यता होने पर एक सीमेंट कारखाना
लगाने में सहायता देने पर सहमत हुआ था ।
ऐसे अन्य क्षेत्रों पर भी सहमति हुई थी जिनमें
भारत नेपाल आर्थिक सहयोग लाभप्रद रहेगा

देवीघाट परियोजना संबंधी एक
औपचारिक करार को शीघ्र ही अंतिम रूप
दिया जाएगा ?

सिक्किम को सहायता

2472. श्री गंगा चरण बीजित : क्या
बिदेश मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सिक्किम ने अपने विकास में
सहायता देने के लिए हाल में भारत सरकार से
अनुरोध किया है ;

(ख) यदि हां, तो उस ने किस प्रकार
की सहायता मांगी है ; और

(ग) उस पर भारत सरकार की क्या
प्रतिक्रिया है ?

बिदेश मंत्रालय में उपमंत्री (श्री विपिन-
पाल दास) : (क) से (ग) : सिक्किम
के तीव्रगति आर्थिक और सामाजिक विकास
में सहायता देने के लिए सरकार प्रतिबद्ध

ह। इस उद्देश्य के लिए सरकार वह सब सहायता देती रही है जो आवश्यक और सम्भव है। खास -- वित्त वर्ष में--सिक्किम के प्राथमिक विकास के लिए : 462 लाख रुपये की एक निम्न रित की गई है और उन प्रयोजनाओं पर विशेष धन दिया जा रहा है जिनसे सिक्किम के लोगों को ठोस और लक्ष्य प्राप्त पट्टेदार, खासतौर पर गरीब वर्ग के और ग्रामीण क्षेत्रों के लोगों को।

Jobless Doctors in India

2473. SHRI VARKEY GEORGE: Will the Minister of HEALTH AND FAMILY PLANNING be pleased to state;

(a) whether 25,000 doctors in the country are jobless;

(b) whether 15,000 doctors have already gone abroad in the last ten years;

(c) whether it is all due to non-availability of job opportunities and facilities for higher training to all the deserving medicos;

(d) whether this trend is bound to effect the health problem of our people due to non-availability of proper timely medical aid in the near future; and

(e) if so, the reaction of the Government in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF HEALTH AND FAMILY PLANNING (SHRI A.K.M. ISHAQUE): (a) and (b): No survey has been conducted and, as such, no firm figures regarding jobless doctors or those who have gone abroad in the last ten years are available.

(c) Job opportunities and facilities for postgraduate training for doctors in India are considered adequate. However, the reasons for Indian doctors going abroad are complex. Some of them go for higher training, others go because better research facilities may

be available and some choose to work in developed countries. Because of general higher level of emoluments obtaining in those countries.

(d) Any migration from the country is bound to alter the doctor-population ratio and to that extent curtail the health facilities available to the people.

(e) A statement indicating the steps taken to check brain drain is laid on the Table of the House. [Placed in Library. See No. LT 9115/75] Besides, the Education Council for Foreign Medical Graduates (ECFMG) examination of U.S.A. which enabled Indian doctors to appear in this country for acquiring the qualification necessary for employment in the U.S.A. has been banned

Collision between oil tanker and cargo ship at Bombay Harbour

2474. SARDAR SWARAN SINGH SOKHI: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) the loss and damage caused due to collision between Oil Tanker and Cargo Ship at Bombay Harbour on 12th February, 1975 at midnight; and

(b) the reasons of the collision and the steps Government propose to take to check such recurrences?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI H. M. TRIVEDI): (a) As a result of collision, two tanks of the Liberian oil tanker 'CAPULONIX' were damaged and revealed gaping hole 18x20 feet from top deck down to 14 to 15 feet draft marks. Loss in terms of cargo is about 2200 tonnes of Iranian light crude which spilled out into the sea.

Bulbous bow and forepeak tank of 'STATE OF HIMACHAL PRADESH' was found damaged. The damage was not considered serious and the vessel sailed on 14-2-75. Proper assessment of damage suffered would be made and full extent of damage and loss would be ascertained when the ship goes for dry docking during this month.

(b) A preliminary inquiry under Section 359 of the Merchant Shipping Act, 1958 is in progress. Cause of the casualty and measures necessary to prevent recurrence of such incidents will be determined on receipt and examination of the Inquiry report. In the meantime Bombay Port Trust have issued orders to ensure that an incoming ship approaching for Pilot is always given priority over an out-going ship disembarking Pilot and also that if necessary the outgoing ship is made to wait clear of Pilot vessel cruising grounds until the entering ship has received the Pilot and proceeded up the Harbour.

Gold output at Kolar Gold Mines

2475. SARDAR SWARAN SINGH SOKHI: Will the Minister of STEEL AND MINES be pleased to state:

(a) whether the Gold output at Kolar Gold Mines has fallen by 50 per cent;

(b) whether thousands of workers have left Kolar Gold Mines, and welfare measures had come to a standstill three years ago;

(c) whether Government propose to run these mines or close down these in the near future; and

(d) if so, the reasons thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND MINES (SHRI SUKHDEV PRASAD): (a) No, Sir. The Bharat Gold Mines' production during the last five years is given below:—

	(Production of gold in lakhs grammes)
1969-70	19.79
1970-71	21.78
1971-72	22.46
1972-73	20.00
1973-74	18.02

(b) No, Sir. Reduction in Labour strength in Bharat Gold Mines during the period from 1-4-1972 to 31-1-1975 has been 1083 due to retirement, resignation, medical unfitness and death. It is not a fact that welfare measures had come to a standstill three years ago. These continue to be maintained as in the past.

(c) Government propose to continue running these mines

(d) Does not arise.

Free Travel concession to Members of family of Armed Forces

2476. SHRI RAMACHANDRAN KADANNAPPALLI: Will the Minister of DEFENCE be pleased to state how long would be further delayed the implementation of the recommendations of the Third Pay Commission regarding free Travel concession for all the family members (wife and children) of the armed forces personnel while proceeding on annual leave?

THE DEPUTY MINISTER IN THE MINISTRY OF DEFENCE (SHRI J. B. PATNAIK): The recommendations of the Third Pay Commission relating to the travel concessions admissible to the members of the families of the Armed Forces personnel while such personnel proceed on

their annual leave are under examination and Government orders are expected to be issued shortly. Meanwhile, they are being given the concessions under the existing orders.

Setting up of Explosives Manufacturing Plant

2477. SHRI RAMACHANDRAN KADANNAPPALLI: Will the Minister of DEFENCE be pleased to state:

(a) whether there is any proposal with the Government of India to establish an explosives manufacturing plant anywhere in India; and

(b) if so, the estimated outlay and productivity of the Plant?

THE MINISTER OF STATE (DEFENCE PRODUCTION) IN THE MINISTRY OF DEFENCE (SHRI RAM NIWAS MIRDHA): (a) and (b): Government sanction has been accorded for setting up a project at Itarsi at an estimated cost of about Rs. 79 crores to produce propellants to meet the increased requirements of Defence. It is not in the public interest to disclose the details of the Project.

Effect of Minimum Wage Act on Small Scale Industries

2478. SHRI DHAMANKAR: Will the Minister of LABOUR be pleased to state:

(a) whether the situation arising out of the recent Minimum Wages Act, has threatened Engineering and Chemicals in particular and several other small scale industries in general into various difficulties such as large scale retrenchment and unemployment, adverse effect on the training of apprentices, wiping out of the profitability of small units, forcing them to close down; and

(b) if so, what measures are proposed to be taken immediately to alleviate the difficulties being experienced by such Industries?

THE DEPUTY MINISTER IN THE MINISTRY OF LABOUR (SHRI BALGOVIND VERMA): (a) and (b): The question seems to refer to the minimum wage notification issued by the Government of Maharashtra and the information asked for is not available with this Ministry.

Charges against R.P.F.C Bihar, Patna

2479. SHRI RAMAVATAR SHASTRI: Will the Minister of LABOUR be pleased to state:

(a) whether several charges of favouritism and corruption against the Regional Provident Fund Commissioner, Bihar, Patna are pending before Government; and

(b) if so, what are those charges and what actions have been taken or are proposed to be taken against the said Commissioner?

THE DEPUTY MINISTER IN THE MINISTRY OF LABOUR (SHRI BALGOVIND VERMA): (a) and (b): Presumably the Question relates to Shri S. S. Chatterji who relinquished charge of the post of Regional Provident Fund Commissioner, Bihar on 7-2-1975 (Afternoon) consequent upon his transfer. During the year, 1974 Government received some complaints of corruption against him. These were examined in consultation with the Central Provident Fund Commissioner. As they were found to be pseudonymous, no action was taken on them.

National Highways in Karnataka

2480. SHRI K. LAKKAPPA: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) the total length of National Highways already sanctioned so far in Karnataka in the existing National Highways system;

(b) how many miles of such roads are not yet completed or are under construction; and

(c) the amount sanctioned and the amount already utilised?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI H. M. TRIVEDI):

(a) and (b) The total length of National Highways in Karnataka is 1996 Kms. including 190 Kms. of

missing links. 155 Kms. of the missing links are under construction and the work in 35 Kms. has not yet been taken up. Since 1st April 1969, (beginning of IVth Plan) to 31st March 1975 estimates totalling to Rs. 16.15 crores (Rs. 11.57 crores for road works and Rs. 4.58 crores for bridge works) have been sanctioned covering construction of missing links, missing bridges, improvement to low grade sections, widening single lane sections to two lanes, strengthening weak pavement, construction of by-passes, reconstruction/ widening of weak and narrow bridges and culverts.

(c) The year-wise amounts allotted to the Government of Karnataka and that utilise for improvement and development of National Highways since the beginning of the Fourth Five Year Plan are as below:

Financial Year	Amount allotted (Rs. lacs.)	Amount utilised (Rs. lacs)
1969-70	20 2	18 60
1970-71	74 65	77 02
1971-72	248 54	259 66
1972-73	399 7	387 83
1973-74	308 00	377 07
1974-75	320 0	246 13 (upto Janu- ary, 1975)
TOTAL :	1370 77	1366 31 (upto Janu- ary, 1975)

Karnataka Small Scale Units affected by shortage of Iron and Steel

2481. SHRI K. LAKKAPPA: Will the Minister of STEEL AND MINES be pleased to state:

(a) whether small scale units in Karnataka have been affected due to shortage of iron and steel; and

(b) if so, the steps proposed to be taken by Government for the normal production by small scale units there?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND MINES (SHRI SUKHDEV PRASAD): (a) and (b) There is at present adequate availability of most categories of iron and steel materials in the country. Most of the State Small Scale Industries Corporations including that of Karnataka, have also adequate stocks of steel. However, some shortage in supply has been reported regarding Plates, Sheets and some sections of structurals. The main producers are taking steps to improve the position of availability of categories in short supply.

Development of National Highways in Karnataka

2482. SHRI K. LAKKAPPA: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

- (a) the National Highways proposed to be developed in Karnataka during the Fifth Plan period; and
(b) the main features thereof

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT, (SHRI H. M. TRIVEDI):

Statement

(a) and (b) : Presumably, the Member is having in mind the routes proposed by the Karnataka Govt. for inclusion in the N.H. System under the 5th Plan. These are indicated below:-

LIST OF ROADS PROPOSED FOR ADDITION TO NATIONAL HIGHWAY SYSTEM IN MYSORE STATE

Sl. No.	Name of Road
(1)	Bangalore (N.H.No. 4) Remanagaram-Channarayana-Maddur-Mandya-Srirangapatna-Mysore-Nanjangud-Gundlupet and on to Ootacamund and joining Coimbatore on N.H. 47 in Tamil Nadu State.
(2)	Goety on N.H. No. 7 in Andhra Pradesh-Guntakal Andhra Pradesh/Mysore State Border-Bilri-Hospet-Koppal-Gadag-Hubli-Karwar.
(3)	Bangalore to Mangalore (via Mysore and Merogara)
(4)	Citragurga-Kadur-Chickmagalur-Mithigere-Belthangudi-Bantwal on N.H. 48 (and on to Mangalore) connecting N.H. 13 and N.H. 4 with N.H. 17 and National Highway 48.
(5)	Belgaum-Bijapur-Gulbarga-Humnabad.
(6)	Honnavar-Talaguppa-Shimoga-Arasikere-Tumkur.
(7)	Mysore-Siraguppa-Nigumogali-Chickarayana-Hallah-Huhyar-Hiriyur-Bellary-Siruguppa-Shahpur-Gulbarga-Humnabad connecting N.H. 9.
(8)	Belgaum-Bagalkot-Raichur-Mehaboobnagar.
(9)	Dharwar on N.H. 4-Lalgaon-Arakkal leading to Patagi (Capital of Goa)

Since no final decision about new additions to be made in the existing National Highways system during the 5th Plan period has yet been taken, it is not possible to indicate at this stage the position about any road or roads in any particular State, including Karnataka, which could expect to be taken over as a National

Highway during the 5th Plan period. This is dependent upon a number of factors, such as the availability of resources vis-a-vis the extent to which a road satisfies the criteria laid down for the declaration of roads as National Highways, inter-se priority of individual schemes on an All-India basis, etc

Deterioration of Services of DTC

2483. **SHRI BIRENDER SINGH RAO:** Will the Minister of SHIPPING AND TRANSPORT be pleased to mention:

(a) whether service of Delhi Transport Corporation has deteriorated after its taking over by the Central Government;

(b) whether there is no proper up-lift and maintenance of buses with the result that number of 'off road' buses has increased;

(c) whether it has been brought to the notice of Government that many buses run without proper number destination boards causing considerable inconvenience to the commuters; and

(d) what measures are intended to improve the working efficiency of D.T.C. in the Capital?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI H. M. TRIVEDI): (a) to (d) Several measures have been taken after the establishment of the Delhi Transport Corporation to improve the bus services in the capital. The Corporation purchased 1070 buses from 3rd November 1971 till 28th February, 1975, including 630 buses for purposes of replacement. The total strength of the fleet has increased to 1806 buses. Besides, the Corporation is operating 96 private buses and 92 mini buses to meet the transport requirements.

An area in which the Delhi Transport Undertaking had been deficient for some years related to maintenance and repair of vehicles. In order to improve the facilities in this regard, eight more depots have been constructed, taking the total to fourteen.

The entire route pattern of the bus services in Delhi is being re-structured on scientific lines. To begin

with, a number of Sugam Seva routes, radiating from the Central Secretariat, were introduced in March, 1974. In the second phase, Mudrika Seva on the Ring Road was started in May, 1974. A network of radial and feeder services is in the process of introduction. As a result of the various measures taken, there has been some improvement in the bus services in the capital. To mention a few directions in which improvement is noticeable, the average number of buses on road, increased from 909 in October, 1971 to 1294 in January, 1975, the percentage of fleet utilisation, average number of trips operated, average kilometers operated daily and average earning per bus daily also increased over the same period. It is, however, possible that there may still be some routes/areas on which the frequency of the bus services, especially during the peak hours, may not be upto the level desired. But, by and large, there is improvement in the overall position.

The Corporation, further, proposes to purchase about 450 new buses during 1975-76 and construct four more depots. The scheme of feeder services is also proposed to be gradually extended. With these schemes materialising and all the buses plying on the old pattern brought under the new system of operation, it is expected that the problem of the commuters in the Capital would be solved to a large extent.

(c) The main difficulty in the proper display of destination boards has been the unscientific routeing system of the Corporation and diversion of a large number of buses from their scheduled routes to other routes to meet urgent requirements. Under the new route-structure being evolved, the same bus will ply on a particular route throughout the day. In the new buses, destination boards are being displayed in the front and in the rear. Boxes are also being fitted near the entrance gate for the display of destination boards of the

same place as in the front. Steps have also been taken to provide coloured destination boards, identified to different nodes, to be displayed on buses operating from those nodes. In the old buses, the work of providing destination boards at the rear is being taken up gradually.

Return of Indian Doctors from West African Countries

2484. SHRI K. MALLANNA: Will the Minister of HEALTH AND FAMILY PLANNING be pleased to state:

(a) the names of West African countries to which the services of our Doctors belonging to CHS or CGHS have been loaned;

(b) the names of the Doctors, country-wise, the period for which their services were loaned, the names of these doctors who have exceeded the term for which they were originally sent;

(c) whether Government have laid down any policy fixing the period of their foreign assignment so that as many Indian doctors as possible could be benefited;

(d) whether the Indian doctors who have exceeded their original terms of

foreign assignment to those countries have been asked to return home; and

(e) whether in the event of their refusal to return, their passports would be impounded and if not, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF HEALTH AND FAMILY PLANNING (SHRI A.K.M. ISHAQUE): (a) The Government of India had sent Central Health Service Officers to the West African country of Nigeria on deputation on foreign service terms.

(b) A statement containing the information is attached.

(c) The Central Health Service Officers are normally sent on foreign assignment for three years in the first instance; thereafter, extension for a period of two years on special grounds is allowed.

(d) Yes.

(e) All action including the impounding of passports will be taken against those doctors who refuse to return home.

Statement

Sr. No.	Name of the C.H.S. Officer	Designation	Date of release	Period of deputation
1	Dr. P.S. Jain	G.D.O. Grade I	2-3-1967	Five years
2	Dr. O.P. Chadha	"	25-1-1967	Two tours of 18-24 months
3	Dr. A. K. De	"	25-1-1967	Five Years
4	Dr. N. Pakrasi	"	28-4-1967	Five Years
5	Dr. C.R. Malik	"	1967	Three years. Extended upto 30-10-1972
6	Dr. U.S. Nathani	"	20-12-1972	2 tours of 15-24
7	Dr. H. Bagchi	"	27-4-1973	2 tours of 22-24 months
8	Dr. Sarat Prasad	"	2-5-1973 (AN)	2 tours of 18-24 months

Sr. No.	Name of the C.H.S. Officer	Designation	Date of release	Period of Deputation
9	Dr. S.K. Roy Chaudhri	G.D.O. Grade I	24-10-1973	18 months
10	Dr. A.P. Mathur	"	21-6-1974 (AN)	2 tours of 18 months each
11	Dr. M.L. Mathur	Specialist Grade	15-11-1970	3 years Extension for further period is under consideration
12	Dr. S.K. Kundu	"	6-12-1972	2 tours of 15-24 months.
13	Dr. K. K. Srivastava	"	27-3-1973	Do.
14	Dr. S.M. Bhattacharya	"	15-5-1973	Do.
15	Dr. K. N. Srivastava	"	2-4-1973 (AN)	2 tours of 18-24 months
16	Dr. B.K. Moulik	"	29-5-1973	3-4 years
17	Dr. R.K. Mehta	"	1-7-1973	12-24 months
18	Dr. M.S. Grewal	Supertime Grade II	2-6-1970	3 tours of 18-24 months
19	Dr. P.N. Kandu	G.D.O. Grade II	24-10-1973	2 tours of 18 months
20	Dr. (Smt.) P. Kundu	"	24-10-1973	2 tours of 18 months
21	Dr. Arun Kumar	"	19-10-1973	Three years
22	Dr. C.L. Sajjanhar	"	19-10-1973	Three years
23	Dr. O.P. Rastogi	"	28-5-1974	Three years
24	Dr. K. G. Thomas	"	17-2-1968	Three years.

The C.H.S. officers mentioned at S.Nos. 1-5 and 24 have not returned to India after completing their period of foreign assignment.

Return of Indian Doctors working in West African Countries

2485 SHRI K MALLANNA: Will the Minister of HEALTH AND FAMILY PLANNING be pleased to state:

(a) Government's policy in regard to giving permission to CHS/CG HS doctors to accept assignment in West African countries;

(b) whether any period of such assignment has been prescribed;

(c) what action has been taken against those doctors who were sent to West African countries but have not

returned India despite having completed their original term of assignment; and

(d) the names of such erring doctors and further action proposed to be taken to force their return to India, including impounding of their passports?

THE DEPUTY MINISTER IN THE MINISTRY OF HEALTH AND FAMILY PLANNING (SHRI A K M. ISHAQUE): (a) and (b) The Government of India have laid down the following principles in connection with the deputation of C.H.S. officers on foreign service abroad.

(i) CHS officers will not generally go on foreign assignment before rendering five years service.

(ii) Only those CHS officers whose work and conduct are found to be satisfactory and who are considered suitable in all respects will be sent on foreign service.

(iii) These officers would normally be sent on foreign assignment for three years in the first instance; thereafter extension for a period of two years on special grounds can be considered.

(iv) No CHS officer will normally be given a second foreign assignment unless he has worked for at least five years in India after his return from an earlier assignment lasting for more than a year.

(v) A resignation submitted by a CHS officer while he is on foreign service abroad will not be accepted.

(c) Necessary action to recall the CHS officers from foreign service who have completed the terms of their assignment is being taken.

(d) The following six doctors who had gone to West African countries on foreign assignment have not returned to India so far and necessary action to call them back including impounding of their passport is being taken:—

1. Dr. A. K. De
2. Dr. N. Pakrasi
3. Dr. K. G. Thomas
4. Dr. P. S. Jain
5. Dr. O. P. Chadha
6. Dr. C. R. Malik

Aluminium for Government of Karnataka

2486. SHRI K. MALLANNA:

SHRI G. Y. KRISHNAN:

Will the Minister of STEEL AND MINES be pleased to state:

(a) whether Government of Karnataka has requested the Union Government for early release of aluminium;

(b) if so, the quantity needed by that State; and

(c) the reaction of Union Government to the request?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND MINES (SHRI SUKHDEV PRASAD): (a) to (c). In January 1975 a request was made by the State Government of Karnataka for special allotment of 350 tonnes of E.C. grade aluminium for meeting the additional requirements of the State Electricity Board in connection with the programme of energisation of pumpsets in 1974-75. It has not been possible to allocate the additional metal against the request of the Government of Karnataka and similar requests from other State Governments as the entire estimated production of E. C. grade aluminium metal for 1974-75 had already been allocated for the manufacture and supply of cables/conductors, etc.

राष्ट्रीय राजमार्गों की सीसों में दूरी

2487. श्री शंकर बयाल सिंह: क्या लोबहन श्री दी बहन मंत्री यह बताने की कृपा करेंगे कि देश में किस किस राज्य में कितनी कितनी दूरी के राष्ट्रीय राजपथ हैं ?

नीचहन और परिचहन मंत्रालय में
राज्य मंत्री (श्री एच० एम० त्रिवेदी) :

विवरण संलग्न है

विवरण

क्र० सं०	राज्य का नाम	17 जुलाई 1974 को लम्बाई कि० मी० में
1	आंध्र प्रदेश	2299
2	आसाम	1468
3	बिहार	2117
4	चन्दीगढ़	24
5	दिल्ली	72
6	गोवा	229
7	गुजरात	1352
8	हरियाणा	729
9	हिमाचल प्रदेश	630
10	जम्मू और कश्मीर	541
11	केरल	784
12	मध्य प्रदेश	2670
13	महाराष्ट्र	2861
14	मनीपुर	211
15	मेघालय	345
16	कर्नाटक	1996
17	नागालैंड	113
18	उड़ीसा	1649
19	पंजाब	865
20	राजस्थान	2157
21	सिक्किम	62
22	तमिलनाडु	1749
23	त्रिपुरा	200
24	उत्तर प्रदेश	2328
25	पश्चिम बंगाल	1419
	कुल	28870

Cadre-training Camps for activities of Agricultural Labour Organisations

2488. SHRI S. A. MURUGANANTHAM: Will the Minister of LABOUR be pleased to state:

(a) whether Government have decided to hold cadre-training camps of activities of the agricultural labour organisations in different States; and

(b) if so, the features and objectives thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF LABOUR (SHRI BALGOVIND VERMA): (a) and (b). The National Labour Institute, New Delhi, which is an autonomous organisation has proposed to hold a number of camps for building up and developing the leadership skill of the rural agricultural workers. The first such camp was held in Bananabagram village in Burdwan District (West Bengal) from the 27th February to 3rd March 1975. The Government of West Bengal agreed to provide necessary facilities for the camp

Increase in outlay of Health Scheme in Fifth Plan

2489. SHRI ANADI CHARAN DAS:
SHRI P GANGADEB:
SHRI D. D DESAI:

Will the Minister of HEALTH AND FAMILY PLANNING be pleased to state.

(a) whether Government are seriously considering to have a decent Health service in the country;

(b) if so, whether his Ministry had called for a substantial increase in the outlay on Health in the Fifth Plan; and

(c) what other steps have been taken by Government in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF HEALTH AND FAMILY PLANNING (SHRI A.K.M. ISHAQUE): (a) Keeping in view the constraint on resources adequate health services are available throughout the country.

(b) Health sector has been provided a sum of Rs. 796 crores for the 5th Plan as against Rs. 433 crores in the 4th Plan and thus there is a substantial increase in the outlay on Health in the 5th Plan.

(c) Does not arise.

Loss to Steel Plants

2490. SHRI ANADI CHARAN DAS:
SHRI PURUSHOTTAM KAKODKAR:
SHRI P. GANGADEB:
SHRI RAGHUNANDAN LAL BHATIA:
SHRI SHRIKISHAN MODI:
SHRI D. D. DESAI:

Will the Minister of STEEL AND MINES be pleased to state:

(a) whether there have been great losses to the steel plants due to the present pricing policy of steel; and

(b) if so, whether any policy revision is under the consideration of Government?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND MINES (SHRI SUKHDEV PRASAD):

(a) No, Sir. The prices of the following categories of steel were last increased in October, 1973:—

Blooms

Slabs

Billets

Seamless Blooms

Squares

H. R. Sheets

H. R. Strips/Skelp

C.R. /HR Sheets (above 16G)

C. R. Coils

G.P./G.C. Sheets

Rounds and Flats

Wire Rods.

Since October, 1973, there have been price adjustments to take care of the increase in excise duty and railway freight. The above increase (in October 1973) covered approximately 71.12 per cent of the production of integrated steel plants in 1973-74. The prices of rails, plates and structurals were increased in September, 1973 along with categories of steel. From time to time, as required, costs/price structure of steel is reviewed.

(b) There is no proposal to change the present pricing policy of steel products.

Import Programme of Fertilizers for 1975

2491 SHRI ANADI CHARAN DAS:
SHRI PURUSHOTTAM KAKODKAR:
SHRI RAGHUNANDAN LAL BHATIA:
SHRI SHRIKISHAN MODI:
SHRI D. D. DESAI:

Will the Minister of SUPPLY AND REHABILITATION be pleased to state:

(a) whether the import programme of fertilisers for the year 1975 had been finalised;

(b) if so, the broad features thereof and which of the countries have agreed to supply fertilizer to India; and

(c) the total quantity of fertilisers to be imported from them?

THE MINISTER OF SUPPLY AND REHABILITATION (SHRI R. K. KHADILKAR): (a) Yes, Sir.

(b) The target is import 15.07 lakh tonnes of Nitrogen fertilizer, 4.04 lakh tonnes of Phosphate fertilizer and 6.5 lakh tonnes of Potash fertilizer for 1974-75 (Khariff 75 and Rabi 75-76).

(c) So far the Deptt. of Supply and MMTC have concluded contracts for import of 7.50 lakh tonnes of Nitrogen fertilizer, 3.43 lakh tonnes of Phosphate fertilizer and 0.48 lakh tonnes of Potash fertilizer for shipment during 1975.

Misuse of Antibiotics

2492. SHRI ANADI CHARAN DAS.

SHRI P. GANGADEB

SHRI RAGHUNANDAN LAL BHATIA

SHRI D. D. DESAI

Will the Minister of HEALTH AND FAMILY PLANNING be pleased to state

(a) whether the expert committee of WHO has expressed anxiety over continued misuse of antibiotics,

(b) if so, whether Government have made any recommendations to the hospitals regarding any strict control the use of these drugs, and

(c) if so, the outlines thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF HEALTH AND FAMILY PLANNING (SHRI A. K. M. ISHAQUE) (a) to (c) The information is being collected and will be furnished as soon as it becomes available

Gujarat Aluminium Project

2493 SHRI M. RAM GOPAL REDDY Will the Minister of STEEL AND MINES be pleased to state

(a) whether the future of Gujarat Aluminium Project has become uncertain due to no clear indication of financial support from Iran; and

(b) if so, the measures proposed?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND MINES (SHRI SUKHDEV PRASAD) (a) and (b). Iran's final reaction to the proposal for setting an Alumina Plant in Gujarat, as a joint venture for supply of alumina to Iran is not yet known. After the same is available action to work out the detailed terms for the collaboration etc., will be taken

UNDP-Aided Sponge Iron Plants

2494 SHRI S. R. DAMANI Will the Minister of STEEL AND MINES be pleased to state

(a) the progress made on the licence issued to Andhra Pradesh and Gujarat Industrial Development Corporations for setting up sponge iron plants under UNDP aid,

(b) the salient features of these projects, like capital cost, capacity, location, availability of plant and machinery, technical know-how, raw material and financial projections, and

(c) when they are likely to be commissioned?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND MINES (SHRI SUKHDEV PRASAD) (a) to (c) The Sponge Iron Plant to be implemented by the Gujarat Industrial Investment Corporation is not covered under UNDP aid. For this plant, global tenders were invited by the Gujarat Industrial Investment Corporation for obtaining collaboration proposals for supply of process know-how and basic engineering. Offers have been received by them and are under scrutiny. Restricted tenders

were also invited by them for detailed engineering of this project. The parameters of this project would depend very much on the process to be adopted and specifications of gas and ore. Reliable estimates of capital cost as well as decision on location can be made only after decisions on the above are taken. According to the Letter of Intent issued for this project, the annual capacity of the plant will be 1,80,000 tonnes of sponge iron.

The Sponge Iron Plant proposed to be set up by the Andhra Pradesh Industrial Development Corporation is covered by U.N.D.P. aid. The U.N. D.P. will be meeting the foreign exchange component of the project and also providing services of experts. Provision also exists for training of Indian engineers abroad. Tender specifications for the plant and equipment have been finalised and action is being initiated for the procurement of imported equipment. M/s M. N. Dastur and Co. Pvt. Ltd., have been appointed by the Andhra Pradesh Industrial Department Corporation as their Consulting Engineers. The suitability of raw materials is being tested at the National Metallurgical Laboratory, Jahshedpur. A Project Manager has been appointed. The project is expected to be commissioned in 1977-78. Other details are given below:

Capital cost:—Estimated at about Rs. 5.5 crores.

Capacity:—30,000 tonnes of sponge iron per annum.

Location:—Paloncha near Kothagudam, in Khammam District of Andhra Pradesh.

Raw materials:—Iron ore to be obtained from Bayyaram deposit which is nearby and non-coking coal from Singarani Collieries.

Utilization of Reservation Quota for Ex-Service men in Public Undertakings

2495. SHRI R. V. SWAMINATHAN:
SHRI P. M. MEHTA:

Will the Minister of DEFENCE be pleased to state:

(a) whether Government are taking steps to ensure that reservation provided for ex-service men in public undertakings were fully utilised;

(b) if so, how many ex-service men have so far been absorbed in these public undertakings;

(c) whether Government are considering to seek job quota in private units also; and

(d) if so, the facts thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF DEFENCE (SHRI J. B. PATNAIK): (a) Yes, Sir.

(b) The number of ex-Servicemen absorbed during 1972, 1973 and upto 30-6-1974 is 3664.

(c) and (d). The matter is under consideration.

Russian Supplies of Equipments for Steel Production

2496. SHRI SAMAR GUHA: Will the Minister of STEEL AND MINES be pleased to state:

(a) whether scheduled Russian supplies of equipments for steel production and other spare parts are being delayed;

(b) if so, the facts thereabout;

(c) the number of Russian experts or other personnel connected therewith working in the steel production units in India and the terms and conditions of utilising their services;

(d) monthly expenditure for such Russian experts on account of their wages, allowances and other perquisites; and

(e) whether these experts or other personnel connected therewith are paid directly or through their Embassy?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND MINES (SHRI SUKHDEV PRASAD): (a) No, Sir. The supplies of equipment and spare parts are being received from U.S.S.R. generally according to the schedule of construction of the plants.

(b) Does not arise.

(c) At present 622 Soviet specialists—384 specialists for construction and design supervision, and 238 specialists for operation are working in Bokaro Steel Plant. 33 Soviet specialists—19 for construction, erection and commissioning and other works connected with expansion, and 14 for operation and maintenance are working in Bhilai Steel Plant. The terms and conditions of employment of these specialists are very detailed and are laid down in the respective contracts concluded with the Soviet organisations.

(d) The average monthly expenditure on each expert on account of wages, allowances and perquisites is about Rs 11,400— in Bhilai Steel Plant. Requisite information in respect of Bokaro Steel Plant is being collected and will be laid on the Table of the House as soon as possible.

(e) The Soviet experts are not paid directly, but through the concerned Soviet organisations.

Indian Defence Personnel sent to Russia for Training

2497 SHRI SAMAR GUHA: Will the Minister of DEFENCE be pleased to state:

(a) whether Indian defence personnel have been sent to Russia for

training in handling of military equipments supplied by that country during the years 1971—74,

(b) if so, the number of such defence personnel sent to Russia;

(c) whether Russian military experts have been invited to India during the same period for giving training to Indian defence personnel belonging to various wings of the Indian army in handling Russian defence equipments or for other purposes; and

(d) if so, the facts thereof?

THE MINISTER OF DEFENCE (SHRI SWARAN SINGH): (a) to (d). Defence equipments are sometimes obtained from the USSR, as well as from other countries. The suppliers are obliged to familiarise our personnel with the equipment in such cases. Indian defence personnel have been deputed to the USSR for this purpose, wherever necessary. It is not considered proper to disclose further details. However, no Russian experts have been called to give any training in India.

दिल्ली परिवहन निगम के प्रचीन बसें और उनके द्वारा प्रजित लाभ

2498. श्री मूल चन्द डागा : क्या नौबहन और परिवहन मंत्री यह बताने की कृपा करेंगे कि :

(क) दिल्ली परिवहन निगम में कुल कितनी घनराशि लगी है और इस समय कितनी बसें चल रही हैं और कितनी बसें बेकार पड़ी हुई हैं तथा कितनी बसें की मरम्मत की जा रही है; और

(ख) क्रमशः वर्ष 1972, 1973 और 1974 में दिल्ली परिवहन निगम द्वारा लाभ के रूप में कुल कितनी घनराशि प्रजित की गई ?

नौवहन और परिवहन मंत्रालय में राज्य मंत्री श्री एच० एम० त्रिवेदी : (क) दिल्ली परिवहन निगम में कुल पूजोगत निवेश लगभग 27 करोड़ रुपये है। इस समय निगम के पास 1806 बसे हैं जिसमें से 170 बसे इंजन के सूक्ष्म पुर्जों की अनुपलब्धता के कारण रुकी हुई है शेष 1636 बसों से से औसतन 1380 बसे प्रतिदिन सड़क पर चल रही हैं। शेष 256 बसे उपयुक्ता इत्यादि का प्रमाण-पत्र प्राप्त करने की दृष्टि से मोटर गाड़ी अधिनियम 1939 के अधीन मरम्मत, सांविधिक निरीक्षण के लिये रुकी हुई है।

(ख) निगम को इन वर्षों में कोई लाभ नहीं हुआ है।

खेतिहर मजदूरों की यूनियन का बनना

2499. श्री मूल चन्द डागा क्या अनुरोध यह बताने की पा करेंगे कि क्या वर्तमान ट्रेड यूनियन एक्ट के अन्तर्गत खेतिहर मजदूरों, मुनीमो, गुमाश्तो, की यूनियन बन सकती है ?

अनुरोध में उपर्युक्त (श्री बालगोविन्द वर्मा) : खेतिहर मजदूरों की कई यूनियने ट्रेड यूनियन अधिनियम के अधीन पंजीकृत की गई है।

राजस्थान द्वारा लोहे और इस्पात की मांग

2500. श्री मूल चन्द डागा क्या आप और खान मंत्री यह बताने की कृपा करेंगे कि गत दो वर्षों में राजस्थान सरकार द्वारा की गई लोहे और इस्पात की मांग अब भी पूरी नहीं की जा रही है और यदि हा, तो इसके वय कारण हैं ?

इस्पात और खान मंत्रालय में उपर्युक्त (श्री सुखदेव प्रसाद) पिछले एक वर्ष में इस्पात की प्रदाय स्थिति में काफी सुधार हुआ है। अप्रैल, 1974 से जनवरी, 1975 के 10 महीनों में सर्वतोमुखी इस्पात कारखानों

का उत्पादन पिछले वर्ष की इसी अवधि के उत्पादन की तुलना में 3.569 लाख टन अधिक हुआ है और इस तरह उत्पादन में 10 प्रतिशत की वृद्धि हुई है। माल सूचियों को सक्रिय बनाने के लिये किये गये विशेष प्रयत्नों के फलस्वरूप उपर्युक्त 10 महीनों की अवधि में इस्पात कारखानों से देश की अर्थ-व्यवस्था को 6,34,000 टन अधिक इस्पात मिला है जो पिछले वर्ष के 10 महीनों की तुलना में 18 प्रतिशत अधिक है। कच्चा लोहा भी पर्याप्त मात्रा में उपलब्ध है। बात को देखते हुये इस समय राजस्थान सरकार लोहे और इस्पात की अधिकांश श्रेणियों की अपनी मांग की पूर्ति करने की स्थिति में है। अधिकतर राज्य लघु उद्योग निगमों (राजस्थान का निगम भी शामिल है) के पास भी इस समय इस्पात का पर्याप्त स्टॉक है।

Export of buses to Afghanistan

2501 SHRI NAWAL KISHORE SHARMA: Will the Minister of SHIPPING AND TRANSPORT be pleased to state.

(a) whether an agreement for export of 70 more Indian buses to Afghanistan has recently been reached between two countries,

(b) if so, the number of Indian buses exported to that country during the last two years; and

(c) the amount of foreign exchange/rupee payment to be gained by India as a result of such an agreement?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI H. M. TRIVEDI): (a) to (c). The information required is being collected from the Ministry of Commerce, who are primarily concerned, and a statement will be laid on the table of the Sabha as soon as it is available.

Chinese Concentration on Fighter Bombers

2502. SHRI NAWAL KISHORE

SHARMA;

SHRI SAT PAL KAPUR;

PROF. MADHU DANDA-
VATE;

SHRI R. S. PANDEY;

Will the Minister of DEFENCE be pleased to state:

(a) whether the attention of Government has been drawn to a news item appearing in a local daily dated 10th February, 1975 under the heading "China concentrating on fighter bombers";

(b) if so, whether China is also constructing such bases on India-Tibet China border; and

(c) if so, the reaction of the Government of India as a result thereof?

THE MINISTER OF DEFENCE (SHRI SWARAN SINGH): (a) Yes, Sir.

(b) China has constructed airfields in Tibet.

(c) All factors affecting our security are taken into account while planning our defence preparedness.

Traffic Congestion at Central Secretariat Bus Stop

2504. SHRI S. N. MISRA: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether there is a heavy traffic congestion at the Central Secretariat Bus Stop in New Delhi due to heavy movement of buses under D.T.C. operation; and

(b) if so, the steps taken by Government to ease the situation?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI H. M. TRIVEDI): (a) Yes, Sir.

(b) The matter relating to improvement of the traffic circulation system at the Central Secretariat, North Block, bus terminal has been taken up by the D.T.C. with the Traffic Police Authorities and the Central Road Research Institute.

There is a proposal to transfer the North Block terminal to a triangular piece of land surrounded by Moti Lai Nehru Marg, Duplex Road, Maulana Azad Road and to set up a subsidiary terminal on Church Road. The question of allotment of land at these sites is being pursued with the concerned authorities. Meanwhile, it has been decided to provide hard standing on the site at Church Road. This work has been entrusted to the National Building Construction Corporation which expects to be able to complete it in two or three months.

Statutory Wage Board for non-Journalists

2505 SHRI S. N. MISRA:

SHRI SUKHDEO PRASAD
VERMA:

SHRI S. M. BANERJEE:

SHRI SAROJ MUKHERJEE:

SHRIMATI SAVITRI
SHYAM:

Will the Minister of LABOUR be pleased to refer to the reply given to Unstarred Question No. 507 on the 14th November, 1974 and state:

(a) whether Government have appointed any statutory wage board for non-journalists employed in the Newspaper Industry; and

(b) if not, the reasons for delay?

THE DEPUTY MINISTER IN THE MINISTRY OF LABOUR (SHRI BAL-GOVIND VERMA): (a) and (b). The Working Journalists (Conditions of Service) and Miscellaneous Provisions Act, 1955 has since been amended so as to provide for the appointment of

a statutory Wage Board for non-journalists newspaper employees and necessary steps are being taken to constitute the Wage Board at an early date.

Visit to foreign countries by Chief of Naval Staff

2506. SHRI S. N. MISRA: Will the Minister of DEFENCE be pleased to state:

(a) whether the Chief of the Naval Staff visited some foreign countries during the month of February 1975;

(b) the names of such countries visited by him;

(c) the nature of the discussions held with him; and

(d) the foreign exchange involved as a result thereof and the result achieved?

THE MINISTER OF DEFENCE (SHRI SWARAN SINGH): (a) Yes, Sir.

(b) IRAN.

(c) Professional discussions were held, with the C-in-C Iranian Navy and others.

(d) The Foreign Exchange expenditure involved was Rs. 6904. The visit strengthened the already cordial relations that exist between the Indian Navy and the Imperial Iranian Navy.

Cheap Steel Production

2507. SHRI S. R. DAMANI: Will the Minister of STEEL AND MINES be pleased to state:

(a) whether his attention has been drawn to an article in the Press dated 2nd January, 1975 (Bombay Edition) by Shri I. Pardhasaradhy where he suggested cheaper methods of steel production with little capital cost, quicker realization and more employment potential; and

(b) if so, whether the suggestions were examined to find out their feasibility and with what result?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND MINES (SHRI SUKHDEO PRASAD): (a) Yes, Sir.

(b) The main suggestions of the author of this article are (i) production of sponge iron needs to be encouraged as high grade iron ore and non-coking coal are available in abundance in this country; (ii) sponge iron can be converted into pig iron in hot blast copulas using soft coke and production of steel can be taken up in air blown converters; (iii) there is scope for establishing sophisticated mini-rolling mills to produce a large variety of steel products; and (iv) employment opportunities can be created by wide dispersal of such small units to cover backward areas also.

All these suggestions have been examined. It has already been decided to develop sponge iron capacity. As for the re-rolling industry, adequate capacity has already been created. Some of these units can, however, diversify their production by modernisation of equipment or with some marginal investments for balancing facilities.

Vijayanagar Steel Plant

2508. SHRI P. R. SHENOY:

SHRIMATI PARVATHI KRISHNAN;

Will the Minister of STEEL AND MINES be pleased to state:

(a) the progress of work done for establishing the Vijayanagar steel plant;

(b) the period by which the project report of the plant will be completed;

(c) the time by which the construction of the plant will be commenced; and

(d) the total amount spent so far for the project?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND MINES (SHRI SUKHDEO PRASAD): (a) An area of 2,641.6 hectares (6,604 acres) has been acquired so far for the steel plant and slag dump out of a total requirement of 3,608.4 hectares (9,021 acres). The Steel Authority of India Ltd. expect to commission the Detailed Project Report for the plant shortly. Meantime, detailed studies are in hand for development of in-frastructure facilities.

(b) The time required for preparation of the Detailed Project Report will be 21 months from the date of award of work to the Consultants.

(c) These details will be known only after the Detailed Project Report has been received and examined.

(d) About Rs 1 81 crores.

Deepening of Karwar Harbour

2509. SHRI P. R. SHENOY Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether a survey has been conducted for deepening the harbour at Karwar; and

(b) if so, the outlines of the survey made and the conclusions arrived at?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI H. M. TRIVEDI): (a) and (b). The State Government of Karnataka have conducted hydrographic surveys and sub-soil investigations at Karwar Port According to the assessment of the State Government, deepening is feasible.

Loss incurred by Coastal Shipping Service

2510. SHRI P. R. SHENOY: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) the loss incurred by each coastal shipping service in the country during the years 1972-73, 1973-74 and 1974-75 (uptodate);

(b) the reasons for these losses; and

(c) the steps taken to prevent these losses?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI H. M. TRIVEDI): (a) Coastal shipping service is a composite term covering the operations of individual shipping companies on the coast. The losses/profits on the operations are therefore computed by the concerned shipping companies. According to the information made available, the following companies incurred losses on their coastal operations in 1972-73 to the extent indicated against each:—

Lakhs.

1. Shipping Corporation of India Ltd.	Rs 8 20
2. Mogul Line Ltd.	Rs. 15.18
3. Indian Steamships	Rs. 9.31
4. Malabar Shipping Co	Rs. 4 95
5. South East Asia Shipping Co.	Rs. 2.97

Similar information for the other years is not available.

(b) The main reason for losses on coastal operations is the uneconomic nature of the present operational frame-work including fare and freight structure.

(c) Government is seized of the entire matter for evolving a revised frame-work for coastal operations to

ensure viable and economic operation of ships, including *inter alia* revision of current freight rates.

Nickel Plant at Sukinda, Orissa

2511. SHRI ARJUN SETHI:

SHRI D. K. PANDA;

SHRI VIJAYPAL SINGH;

Will the Minister of STEEL AND MINES be pleased to state:

(a) whether the company has been constituted to undertake the execution of work of the Nickel Plant at Sukinda, Orissa; and

(b) if so, the particulars thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND MINES (SHRI SUKHDEV PRASAD):

(a) No Sir. On account of considerable delay in setting up of the pilot plant by the Consultants, M/s Chemical and Metallurgical Design Company, and consequent delay in the testing of Sukinda Nickel ore, the schedules of incorporation of the company and other steps for the implementation of the project have been effected. The pilot plant test report which earlier was to be received by middle of 1974, will now be available only by October, 1975.

(b) Does not arise

New Pay Scales to Foremen/Instructors in B.E.G. and M.E.G.

2512. SHRI S. M. BANERJEE: Will the Minister of DEFENCE be pleased to state:

(a) whether the Foremen/Instructors in B.E.G. and M.E.G. have not been given even the pay scales of Supervisors (Technical) in accordance with the recommendations of the Pay Commission;

(b) if so, the reasons for the same; and

(c) the steps taken by Government to rectify this anomaly?

THE DEPUTY MINISTER IN THE MINISTRY OF DEFENCE (SHRI J. B. PATNAIK): (a) For Supervisors (Technical), the Pay Commission recommended a revised pay-scale of Rs. 380-560, which has been notified. For Civilian Instructor Foremen, the Pay Commission did not recommend any particular revised scale. However the revised scale of Rs. 330-560 has been sanctioned for them.

(b) and (c). The qualifications and experience required of a Supervisor (Technical) being higher than those required of a Civilian Instructor Foreman, acceptance of a slightly higher pay-scale for the former is justified and no anomaly is involved therein.

बिहार शूगर वर्क्स पंचरुखी द्वारा कर्मचारी भविष्य निधि की राशि का जमा न करावाया जाना

2513. श्री रामावतार शास्त्री : क्या श्रम मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सागर जिले में बिहार शूगर वर्क्स, पंचरुखी में कार्य करने वाले कर्मचारियों की भविष्य निधि की राशि कारखाने में ही पड़ी है ;

(ख) यदि हा, तो वह राशि कितनी है ;

(ग) क्या बिहार शूगर वर्क्स यूनियन, पंचरुखी द्वारा प्रादेशिक कर्मचारी भविष्य निधि आयुक्त पटना को इस सम्बन्ध में श्लोक पत्र लिखे जाने से नकार, कोई सन्तोषजनक कार्यवाही नहीं की गई है ; और

(घ) यदि हा, तो इस सम्बन्ध में सरकार का क्या कार्यवाही करने का विचार है ?

अस मंत्रालय में उपमंत्री (श्री बाल-गोविन्द वर्मा): भविष्य निधि प्राधिकारियों ने निम्न प्रकार सूचित किया है :-

(क) और (ख). जी हा, प्रतिष्ठान से मार्च, 1965 से अक्तूबर, 1974 तक की अवधि के लिये भविष्य निधि के बकाया की बाबत 10.24 लाख रुपये की राशि प्राप्त होनी है।

(ग) और (घ). अदा न की गई राशि के लिये प्रतिष्ठान के विरुद्ध कर्मचारी भविष्य निधि अधिनियम की धारा 14 के अधीन अभियोजित तथा अधिनियम की धारा 8 के अधीन राजस्व वसूली की कार्यवाहिया शुरू की गई हैं। भारतीय दण्ड संहिता की धारा 406 409 के अन्तर्गत पुलिस प्राधिकारियों के पास एफ. आइ. आर. कायदा भी दायर की गई है।

बिहार में बीडी अधिकारियों को बोनस दिया जाना

2514. श्री रामावतार शास्त्री : क्या अस मंत्र, यह बताने की कृपा करेंगे कि

(क) क्या बोनस मदाय अधिनियम के उपबन्धों के अनुसार जिन कारखानों में मजदूरों की संख्या बीस या उससे अधिक है, उन्हें बोनस पाने का अधिकार प्राप्त है,

(ख) यदि हा, तो बिहार में ऐसे बीडी कारखानों तथा गोदामों की संख्या कितनी है, जहाँ बीस या उससे अधिक मजदूर काम करते हैं तथा वे कहा-कहा पर स्थित हैं;

(ग) बिहार में बीडी कारखानों और गोदामों द्वारा बीडी मजदूरों को वर्ष 1972-73, 1973-74 और 1974-75 में प्रति वर्ष दिये गये बोनस की राशि का विवरण क्या है, और

(घ) जिन कारखानों और गोदामों द्वारा बोनस का भुगतान नहीं किया गया उनके विरुद्ध सरकार ने क्या कार्यवाही की है ?

अस मंत्रालय में उपमंत्र, (श्री बाल-गोविन्द वर्मा) (क) जी हा।

(ख) से (घ) यह मामला राज्य के कार्य क्षेत्र में आता है।

हिन्दी में काम करने के लिए भारतीय वायु सेना के कर्मचारी को बंझित करना

2515. श्री रामावतार शास्त्री : क्या रक्षा मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या दिल्ली से प्रकाशित होने वाले हिन्दी दैनिक के 2 फरवरी, 1975 के अंक में छपा यह समाचार कि "हिन्दी में काम करने वाला वायु सेना के कर्मचारी बंझित नहीं है,

(ख) यदि हा, तो इसका ब्यौरा क्या है, और

(ग) उस पर सरकार की क्या प्रतिक्रिया है ?

रक्षा मंत्रालय में उपमंत्र, (श्री जे. बी. पटनायक) : (क) जी नहीं, श्रीमन्।

(ख) और (ग) प्रश्न नहीं उठते।

Levy of surcharge for Kandla Port by India, Pakistan and U.S. Conference

2516 SHRI P GANGADEB

SHRI RAGHUNANDAN LAL BHATIA:

SHRI SHRIKISHAN MODI:

Will the Minister of SHIPPING AND TRANSPORT be pleased to state-

(a) whether 20 per cent surcharge for Kandla port is to be levied by the

West Coast of India, Pakistan and U.S. Conference;

(b) if so, whether any opposition has been made by the All India Shippers Conference to this move; and

(c) whether complaints have been made by the Conference about delays at Kandla?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI H. M. TRIVEDI): (a) Yes Sir. The West Coast of India and Pakistan—U.S.A. Conference levied a surcharge of 20 per cent at Kandla Port effective for vessels commencing to load on or after 5-1-75. It has subsequently been reduced to 10 per cent with effect from 31-1-75 and suspended from the 19th February, 1975 to 31st March, 1975. Presently no ship is waiting at Kandla Port.

(b) The All India Shippers Council and the Indian Memberlines of the conference had strongly protested against the proposed move.

(c) The Conference had informed the All India Shippers' Council that delays of about 4 to 6 days occur to conference vessels in that port.

Committee on Evolution of National Wage Policy

2517. SHRI VARKEY GEORGE: Will the Minister of LABOUR be pleased to state:

(a) whether the Central Government have appointed a Committee at the Ministerial level to evolve a National Wage Policy;

(b) if so, the terms of reference of that Committee; and

(c) by what time the Committee is expected to give its finding?

THE DEPUTY MINISTER IN THE MINISTRY OF LABOUR (SHRI BALGOVIND VERMA): (a) No. Sir.

(b) and (c): Do not arise.

Allowance to educated unemployed

2518. SHRI VARKEY GEORGE: Will the Minister of LABOUR be pleased to state:

(a) whether Government have under consideration any scheme to pay unemployment allowance to the educated unemployed in the country; and

(b) if so, the main features thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF LABOUR (SHRI BALGOVIND VERMA):

(a) No Sir.

(b) Does not arise.

Plight of Indian Workers in Sri Lanka

2519. SHRI MOHINDER SINGH GILL: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether his attention has been drawn to press reports that a large number of Indian workers are dying of starvation in Sri Lanka;

(b) whether no decision is being taken in the near future on their applications for citizenship and some of them are awaiting repatriation to India; and

(c) if so, the reaction of Government to this sad plight of Indians there and the steps proposed to be taken in this direction?

THE DEPUTY MINISTER IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI BIPINPAL DAS):

(a) According to Government's information reports of deaths of a large number of workers of Indian origin due to starvation are not correct.

(b) As the Hon'ble Member is aware, with the full implementation of the 1964 and 1974 agreements, the question of citizenship of all persons of Indian origin in Sri Lanka will be finally settled. Upto the end of December, 1974, a total of 274,456 persons of Indian origin have been registered as Indian citizens and of this number a total of 164,926 inclusive of natural increase have been repatriated to India.

(c) Government is in constant touch with the Sri Lanka authorities to see that any hardship to Indians awaiting repatriation to India is removed as far as practicable.

Resumption of overflights between India and Pakistan

2520. SHRI MOHINDER SINGH GILL: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether India and Pakistan have failed to make any headway in the matter of resumption of overflights of each other's planes between the two countries; and

(b) if so, the reasons for the same and the nature of further negotiations being made in this direction?

THE DEPUTY MINISTER IN THE MINISTRY OF EXTERNAL AFFAIRS: (SHRI BIPINPAL DAS): (a) and (b): India and Pakistan held talks on Civil Aviation matters, including overflights, in Pakistan in November, 1974. These talks were inconclusive and it was decided that they will be continued at a mutually convenient date in New Delhi.

The Government of India are in touch with the Government of Pakistan regarding the fixing of a mutually convenient date.

Float Ore working in Bailadila Mines

2521. SHRI NITI RAJ SINGH CHAUDHARY: Will the Minister of STEEL AND MINES be pleased to state:

(a) whether Float Ore working in Bailadila Mines is done departmentally,

(b) if not, the reasons therefor; and

(c) the amount, per tonne, paid by N.M.D.C. to contractors for Float Ore working?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND MINES (SHRI SUKHDEV PRASAD): (a) No, Sir.

(b) Float ore mining is being done in the Bailadila mines only as a temporary measure in order to supplement the Plant production so that the export commitments can be met. Departmentalisation would necessitate heavy investment in trucks and other equipment, and also entail recruitment of additional staff, which may not be justified because of the temporary nature of the work.

(c) The rate for float ore mining paid to contractors varies from Rs. 11.90 to Rs. 19.38 per dry metric tonne, depending on the nature of work involved

Employment to local people in H.E.L., Bhopal, B.S.P., Bhilai and Bailadila Mines

2522 SHRI NITIRAJ SINGH CHAUDHARY: Will the Minister of LABOUR be pleased to state:

(a) whether Neyveli Lignite has over 95 per cent local people as its employees; and

(b) if so, the reasons for not having the same proportion of local people in H.E.L. Bhopal, B.S.P. Bhilai and Bailadila mines where percentage of local people varies from 40 to 20 per cent?

THE DEPUTY MINISTER IN THE MINISTRY OF LABOUR (SHRI BALGOVIND VERMA): (a) and (b): While it is the policy of Government that the local people should not have any legitimate grievance about adequate share in the employment opportunities available in the public sector undertakings located in their areas, and instructions have been issued that appointments to posts in public sector enterprises carrying a salary of not more than Rs. 500/- should be made through the local Employment Exchange, separate statistics regarding employment of local people in the various public sector undertakings are not available.

Bailadila Mines Nos. 5 and 11A-B-C

2523. SHRI NITIRAJ SINGH CHAUDHARY: Will the Minister of STEEL AND MINES be pleased to state:

(a) when working of Bailadila mines Nos. 5 and 11A-B-C would be started; and

(b) reasons for delay in starting these mines?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND MINES (SHRI SUKHDEV PRASAD): (a) A mechanised mine based on Bailadila Deposit No. 5 is presently under construction and is expected to be commissioned in 1976. Manual mining of float ore is already being done in Deposits 11 (b) and (c), on contract system. For Deposit 11 (a) also, contract for manual mining has been awarded in November, 1974, and work is expected to start. There is no proposal at present for mechanised mining at Deposits 11(a), (b) and (c).

(b) The commissioning of the mechanised mine based on Bailadila Deposit No. 5 has been delayed mainly on account of technical problems due to bad strata encountered in the construction of the tunnel and delay in the supply of plant equipment by indigenous manufacturers.

Survey of Bailadila, Ramghat Iron Ore areas

2524. SHRI NITIRAJ SINGH CHAUDHARY: Will the Minister of STEEL AND MINES be pleased to state:

(a) whether Bailadila, Ramghat and other Iron Ore areas of Bastar District have been surveyed;

(b) if so, the findings thereof; and

(c) if not, when these areas or those not so far surveyed would be surveyed and survey completed?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND MINES (SHRI SUKHDEV PRASAD): (a) to (c): While preliminary assessment of the reserves has been conducted for the imported Iron Ore occurrences in Bastar district, detailed investigations (including proving of the reserves) are being taken up gradually on the basis of priority from exploitation point of view. Presently further investigations in Rowghat, by way of mapping and drilling, are being continued.

As a result of the surveys conducted for Iron Ore in Bastar district, estimated reserves of 1268.80 million tonnes in Bailadila, 236.96 million tonnes in Rowghat, 17 million tonnes in Aridungri, 32.33 million tonnes in Dhanjadongri, 11.90 million tonnes in Taniar and 60.96 million tonnes in Kondpal, have been located.

Regularisation of ad-hoc posts of Assistant Directors and Investigators Gr. I in Labour Bureau

2525. SHRI VASANT SATHE: Will the Minister of LABOUR be pleased to state:

(a) the number of ad-hoc Assistant Directors and Investigators Gr. I who continue to hold Ad-hoc status for the period 0—5 years, 5—7 years, 7 years and above in the Labour Bureau; and

(b) the steps taken to regularise them?

THE DEPUTY MINISTER IN THE MINISTRY OF LABOUR (SHRI BALGOVIND VERMA): (a) and (b): Information is being collected and will be laid on the table of the Lok Sabha.

Corruption charges against M/s. Nathani Steel Co., Bombay

2526. SHRI VASANT SATHE: Will the Minister of STEEL AND MINES be pleased to state:

(a) whether some specific charges of corruption and malpractices have been brought to the notice of Government in respect of M/s. Nathani Steel Company Vidyavihar, Bombay

(b) if so, facts thereof; and

(c) the action taken in the matter?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND MINES (SHRI SUKHDEV PRASAD): (a) to (c): The information is being collected and will be laid on the Table of the House.

Ferro-Vanadium Project in Orissa

2527. SHRI D K PANDA: Will the Minister of STEEL AND MINES be pleased to state:

(a) whether Government have decided to set up a ferro-vanadium project in Orissa; and

(b) if so, the broad outlines of the project and the steps being taken in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND MINES (SHRI SUKHDEV PRASAD): (a) and (b): The Ferro-vanadium Project to be set up in Orissa has been included in the draft Fifth Five Year Plan. The proposed capacity of the plant is 480 tonnes of Ferro-vanadium and 48,000 tonnes of pig iron per annum.

3808 LS-6.

The Steel Authority of India Ltd. are examining the technical and financial aspects of the scheme and their recommendations are awaited.

Industrial Relations Commission in States

2528. SHRI P.M. MEHTA: Will the Minister of LABOUR be pleased to state:

(a) whether the Union Government have suggested that there should be Industrial Relations Commission at the State level; and

(b) if so, when the final decision is likely to be taken?

THE DEPUTY MINISTER IN THE MINISTRY OF LABOUR (SHRI BALGOVIND VERMA): (a) The matter is under Government's consideration in the context of the proposed Industrial Relations Bill.

(b) Efforts are being made to introduce the Bill in the Parliament as early as possible.

Completion of bridge across river Kali on West Coast

2529. SHRI B. V. NAIK: Will the Minister of SHIPPING AND TRANSPORT be pleased to state.

(a) whether work on the bridge across river Kali on the West coast highway has stopped;

(b) whether there has been delay in the execution of work pertaining to above bridge and if so, the reasons therefor; and

(c) what Government propose, to do in this behalf and when it will be completed?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI H. M. TRIVEDI): (a) No Sir,

(b) and (c). Due to difficult nature of foundation work and late receipt of mild steel plates & structurals required for the work, there has been delay in the completion of this bridge, and it is likely to be completed by May 1977, depending on the availability of funds.

Protocol with PLO

2530. SHRI C. K. CHANRAPPA: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) what are the main provisions of the protocol signed by India and PLO at Beirut recently; and

(b) what is the status and what are the facilities offered to the PLO Mission in Delhi?

THE DEPUTY MINISTER IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI BIPINPAL DAS): (a) and (b): Letters exchange recently at Beirut provide for the establishment of an Office by the Palestine Liberation Organisation in New Delhi. The Letters also provide for such technical and other facilities as are necessary for the establishment and efficient functioning of the office.

Exposure of our villagers to Health Hazards

2531. SHRI NIBALKAR: Will the Minister of HEALTH AND FAMILY PLANNING be pleased to state:

(a) whether the World Health Organization has pointed out that more than 20 per cent of our villagers are exposed to health hazards;

(b) what remedies Government propose to take in this regard;

(c) what help it can expect from the World Health Organization; and

(d) whether our own medical profession is prepared to come to their aid?

THE DEPUTY MINISTER IN THE MINISTRY OF HEALTH AND FAMILY PLANNING (SHRI A.K.M. ISHAQUE): (a) Yes. Government's attention has been drawn to the recent survey of the World Health Organisation in which it has been estimated that about 120,000 villages out of a total of 576,000 suffer from scarcity of drinking water supply, health hazards, cholera or special problems such as salinity or an excess of iron or fluorides.

(b) Increasing importance is attached by the Government of India to the environmental problems facing the country, including the lack of adequate and protected water supply and provision of integrated health services to cover the minimum needs of the people, especially in rural and backward areas. The main objectives under the Minimum Needs Programmes are as follows:

- (i) Setting up of one Primary Health Centre for each Community Development Block and one sub-centre for a population Unit of 10,000.
- (ii) Making up the backlog and deficiencies in buildings, staff and equipment, etc. for Primary Health Centres and Sub-Centres in a phased manner.
- (iii) Provision of drugs worth Rs. 12,000 per annum per Primary Health Centre and Rs. 2,000 per annum per Sub-Centre.
- (iv) Upgradation of one in four Primary Health Centres to 30 bedded rural Hospitals.
- (v) Introduction of Multipurpose Health Workers capable of delivering a package of health services to the community.
- (vi) Provision of drinking water to the villagers suffering from chronic scarcity or having to rely upon unsafe sources of water. Attempts shall be made to deal

with villages falling in the following categories:

a. those which do not have an assured source of drinking water within a reasonable distance (say 1.6 km);

b. those where the sources of water supply are endemic to water borne diseases like cholera and guinea worms, or

c. those which suffer from excess of salinity, iron or fluorides.

Preference would be given to villages inhabited by weaker sections of society, such as tribals, scheduled caste and other backward classes

(c) World Health Organisation is already assisting various projects particularly those connected with rural water supply and sanitation, control of communicable diseases, training of health personnel, etc.

(d) Yes.

Effect on our defence strategy of Tourism in closed areas

2532. SHRI RAJDEO SINGH: Will the Minister of DEFENCE be pleased to state:

(a) whether the liberal attitude adopted by the Government of India and U.P. Government toeing it by permitting tourism to hitherto closed areas into Himalayas beyond the inner line will have no effects on our defence strategy;

(b) whether tourism allowed penetration in Ladakh and other areas are in the form of conducted tours; and

(c) if so, the policy of this step?

THE MINISTER OF DEFENCE (SHRI SWARAN SINGH): (a) No, Sir. While opening these areas to tourists, the needs of military security have been taken into consideration.

(b) Tourists are permitted to visit Ladakh and other areas either in groups or individually.

(c) The relaxations have been made so as to encourage mountaineering and promote visits to different spots and important shrines by tourists and pilgrims.

Iron ore deposits in Kozhikode region of Kerala

2533. SHRI A.K. GOPALAN: Will the Minister of STEEL AND MINES be pleased to state:

(a) whether the attention of Government has been drawn to the news item in the Press on 9th January, 1975 stating that the iron ore deposits in the Kozhikode region (Kerala) are sufficient to achieve an annual output of 1,00,000 tonnes of pig iron or sponge iron;

(b) if so, the facts thereof;

(c) whether Government have received any communication from the Kerala Government with this effect; and

(d) if so, the reaction of Government thereto?

THE DEPUTY MINISTER IN THE MINISTRY OF SEEL AND MINES (SHRI SUKHDEV PRASAD): (a) Yes, Sir.

(b) According to the investigation carried out by the Geological Survey of India, the reserves of iron ore in Kozhikode district of Kerala are estimated at about 59 million tonnes with Fe content ranging from 31.5 per cent to 41.2 per cent. Some tests will have to be carried out to determine the amenability of the ore to beneficiation.

(c) A communication was received from the Government of Kerala in October, 1974, suggesting the establishment of a steel plant in Kerala; and

(d) The establishment of a steel plant to utilize the iron ore deposits in Kozhikode district of Kerala can be considered only after the suitability

lity of the ore for production of pellets/sponge iron has been established and an overall assessment has been made of the area as a whole in the context of infra-structure facilities and economic feasibility, as well as availability of financial resources.

Deposits of lime shell in Payyanoor area of Kerala

2534. SHRI A. K. GOPALAN: Will the Minister of STEEL AND MINES be pleased to state:

(a) whether the attention of Government has been drawn to the lime shell deposits in large quantities in the Payyanoor area of Cannanore District of Kerala;

(b) if so, whether any survey has been conducted to assess the deposits; and

(c) if not, whether Government propose to do so in near future?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND MINES (SHRI SUKHDEO PRASAD): (a) and (b). No large deposits of lime shell has been located in Payyanoor area of Cannanore district of Kerala. Some deposits were minor, no detailed investigation was conducted.

(c) Geological Survey of India, at present, has no programme of investigation for lime shell in the area.

Establishing Ayurvedic University in States

2535. SHRI A. K. GOPALAN: Will the Minister of HEALTH AND FAMILY PLANNING be pleased to state:

(a) whether Government will consider to establish Ayurvedic University in each State as demanded by the Ayurvedic Congress recently; and

(b) if so, when?

THE DEPUTY MINISTER IN THE MINISTRY OF HEALTH AND FAMILY PLANNING (SHRI A. K. M. ISHAQUE): (a) The Government of India do not propose to establish any Ayurvedic University in any State.

(b) Question does not arise.

बंगला देश से आये शरणार्थियों का इन्दौर (मध्य प्रदेश) में पुनर्वास

2536. डा० लक्ष्मीनारायण पांडेय : क्या प्रति और पुनर्वास मंत्री : मंत्री : यह वर्तमान की क्या वरगे कि.

(क) क्या सरकार या ध्यान इन्दौर (मध्य प्रदेश) में प्रकाशित दिनांक 31 जनवरी, 1975 के एक दैनिक समाचार-पत्र की ओर दिलाया गया है जिसमें इन्दौर नगर में बसाये गये बंगलादेश शरणार्थियों की दुर्दशा का वर्णन है ; और

(ख) इस समय मध्य प्रदेश के विभिन्न स्थानों में बंगलादेश के विस्थापितों की संख्या क्या है और वे कहा कहा पर है ?

प्रति और पुनर्वास मंत्री (श्री आर० के० खलिलकर) : (क) जी, हा । इन्दौर के कलक्टर द्वारा मामले की जांच की जा रही है तथा उनकी रिपोर्ट की गनीमत है ।

(ख) भूतपूर्व पूर्वी पाकिस्तान से आये तथा इस समय अम्बिकापुर, कुंजबन, धर्म-जयगढ़, रायपुर, उत्तरार, बहेलियाभाट, शाहपुर, पन्ना, अरगही, गांधीसागर, होशंगाबाद, छिदवाड़ा, भोपाल तथा इन्दौर में रह रहे प्रवासी परिवारों की संख्या 5543 है । इस संख्या में दण्डकारण्य परियोजना एवं मध्य प्रदेश के राहत शिविरों में रह रहे प्रवासी शामिल नहीं हैं ।

बम्बल पुल का पुनर्निर्माण

2537. डा० लक्ष्मी नारायण पांडेय :
क्या नीबहन और परिवहन मंत्री यह बताने
की कृपा करेंगे कि :

(क) घौलपुर के निकट बम्बल पुल
के पुनर्निर्माण में और कितना समय लगेगा ;
और

(ख) क्या उक्त पुल के पुनर्निर्माण में
विलम्ब से यातायात में कठिनाई हो रही
है ?

नीबहन और परिवहन मंत्रालय में
राज्य मंत्री (श्री एच० एम० त्रिवेदी) :
(क) बम्बल पुल के क्षतिग्रस्त भाग के
पुनर्निर्माण कार्य के लिये हाल ही में प्राप्त
निविदाओं को राज्य लोक निर्माण विभाग,
राजस्थान अभी विस्तृत संवीक्षा कर रहा
है। राज्य सरकार से प्राप्त मौजूदा सकेतों
और सूचना के अनुसार इस समय तैयार की
जा रही औपचारिकताओं के पूरे होने के बाद
कार्य के नवम्बर, 1975 में शुरू होकर
1978 के अन्त तक समाप्त हो जाने की
सम्भावना है।

(ख) नदी के आर पार फेरी यातायात
के आने जाने को सुप्रवाही बनाने हेतु पुल पर
उचित वैकल्पिक प्रबन्ध किये गये हैं।

वर्ष 1973-74 में निकाला गया लौह
अयस्क

2538. डा० लक्ष्मी नारायण पांडेय :
क्या इस्पात और खान मंत्री यह बताने की
कृपा करेंगे कि :

(क) वर्ष 1973-74 में कितना
लौह अयस्क निकाला गया ;

(ख) देश में इसका कितना उपयोग
हुआ तथा कितना बाहर भेजा गया ; और

(ग) वर्ष 1973-74 और 1974
के अन्त तक इस्पात का कितना उत्पादन
हुआ ?

इस्पात और खान मंत्रालय में उपमंत्री
(श्री सुखदेव प्रताप) : (क) और (ख).
वर्ष 1973 के लिये लौह अयस्क के उत्पादन,
आन्तरिक खपत और निर्यात सम्बन्धी आकड़े
नीचे दिये गये हैं —

(लाख टन)

1 उत्पादन	355.62
2 आन्तरिक खप	123.42
3 निर्यात	212.85

इस बारे में आकड़े कलण्डर वर्ष के
आधार पर रखे जाते हैं।

(ग) मुख्य उत्पादकों का वर्ष 1973-
74 का विक्रय इस्पात का उत्पादन 43 53
लाख टन और अप्रैल-दिसम्बर, 1974 की
अवधि का उत्पादन 35.51 लाख टन
था।

Distribution of Central Road Fund

2539. SHRI SHANKERRAO
SAVANT:

Will the Minister of SHIPPING
AND TRANSPORT be pleased to state—

(a) the principles in accordance
with which the amounts in the Central
Road Fund are distributed between
the various States and Union Terri-
tories; and

(b) what was the actual distribu-
tion between the various States and
Union Territories during the last
three years?

THE MINISTER OF STATE IN THE
MINISTRY OF SHIPPING AND
TRANSPORT (SHRI H. M. TRI-
VEDI): (a) Accrual to the State
Governments as their share in the
central Road Fund is assessed in
proportion to the sale of petrol

(taxed motor spirit) in the respective States. Allotments out of Central Road Fund are however dependent on a number of factors e.g. requirements of various State Governments, cost of works sanctioned and the amount of provision voted by

Parliament for a particular year.

(b) A statement indicating the amounts sanctioned for various States and Union Territories out of the Central Road Fund during last 3 years is attached.

Statement

S. No.	Name of State	1971-72	1972-73	1973-74
(Rupees in lakhs)				
1	Andhra Pradesh	23.67	43.74	35.63
2	Assam	8.22	4.10	3.46
3	Bihar	23.80	40.04	33.55
4	Gujarat	34.97	44.00	37.38
5	Haryana	9.17	20.44	7.48
6	Jammu & Kashmir	2.55	1.25	3.95
7	Kerala	21.05	40.47	35.93
8	Madhya Pradesh	43.27	49.99	29.82
9	Maharashtra	103.73	147.01	79.92
10	Karnataka(Mysore)	28.21	22.71	15.43
11	Orissa	4.65	15.00	22.22
12	Punjab	16.25	15.50	17.17
13	Rajasthan	24.70	24.00	9.47
14	Tamil Nadu	44.85	75.22	33.62
15	Uttar Pradesh	32.37	39.70	24.51
16	West Bengal	47.78	57.68	31.87
17	Himachal Pradesh	5.45	4.00	0.65
18	Manipur	1.04
19	Tripura	0.30	0.15	..
20	Chandigarh	..	5.00	7.00
Total		475.00	650.00	430.00

In addition allotments are also made for development of certain roads in Delhi from the Central Road Fund.

The allotments made to Delhi for the purpose during the last three years are as follows:

1971-72	25 00
1972-73	18 09
1973-74	56 60

Industrial Units suspended during 1973 and 1974

2540. SHRI JYOTIRMOY BOSU:
SHRI DHAMANKAR.

Will the Minister of STEEL AND MINES be pleased to state:

(a) total number of industrial units, State-wise, suspended during 1973 and 1974 by Iron and Steel Controllers' offices on charges of misuse of iron and steel materials;

(b) the names, addresses and particulars of major units, including the names and particulars of their Directors, who have been charged with misuse of iron and steel materials and specific charges against each; and

(c) the nature of action taken on each major case of misuse, besides suspension for a particular period?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND MINES (SHRI SUKHDEO PRASAD): (a) to (c). The information is being collected and will be laid on the Table of the House.

Eviction of ex-servicemen by Collector, Kaithal, Haryana

2541. SHRI JYOTIRMOY BOSU:
Will the Minister of DEFENCE be pleased to state:

(a) whether the Ex-servicemen, who were allotted lands 22 years ago

under the resettlement scheme of the Ministry of Defence, and who had spent huge sums in effecting improvements of *banjar* lands have been evicted forcibly by the Collector, Kaithal, Haryana;

(b) whether the Collector, Kaithal had issued orders in contravention of the decision of the Supreme Court passed in favour of the Ex-servicemen on the 11th April, 1974; and

(c) if so, what steps, if any, have been or are being taken to ensure security to the ex-servicemen and their families?

THE DEPUTY MINISTER IN THE MINISTRY OF DEFENCE (SHRI J. B. PATNAIK): (a) to (c). The ex-servicemen were not allotted the lands in question under any re-settlement scheme of the Ministry of Defence. The land allotted to them was acquired by the State Government and leased out in 1952 and 1953 for a period of 20 years. After the expiry of this period, the State Government did not renew the lease and took action to resume the land. Against this the aggrieved ex-servicemen's Co-operative Societies went to Supreme Court which framed certain questions for the Collector to go into before passing further orders. Accordingly, the matter was examined by the Collector, Kaithal and proceedings for eviction of the present lessees and restoration of the possession to original land owners was decided upon. The lessees have gone in appeal to the Commissioner, Ambala Division against the orders of the Collector and the matter is *sub judice*.

The matter is one within the purview of the State Government.

Minimum age for employment

2542. SHRI JYOTIRMOY BOSU:
Will the Minister of LABOUR be pleased to state:

(a) whether India has decided not to ratify the International Labour

Conference convention on the minimum age for employment; and

(b) if so, on what grounds?

THE DEPUTY MINISTER IN THE MINISTRY OF LABOUR (SHRI BALGOVIND VERMA) (a): Yes, Sir.

(b) A statement giving, in detail, the grounds for non-ratification was laid on the Table of the House on the 19th December, 1974.

Committee of review on Rehabilitation programme

2543. SHRI PRIYA RANJAN DAS MUNSI:

Will the Minister of SUPPLY AND REHABILITATION be pleased to state:

(a) whether recommendation of Committee of Review on Rehabilitation Programme headed by Shri Arun Chandra Guha has been considered by Government; and

(b) if not, what effective steps have been taken for industrial rehabilitation programme for the refugees?

THE MINISTER OF SUPPLY AND REHABILITATION (SHRI R. K. KHADILKAR): (a) and (b). The Committee of Review had submitted 20 reports of which 4 reports concerned the Department of Social Welfare. Out of the remaining 16 reports with which the Department of Rehabilitation was concerned, recommendations of the Committee in respect of 7 reports had been considered and necessary funds sanctioned. Meanwhile, the problem of rehabilitation of migrants in West Bengal had come up for review in connection with the formulation of the Fifth Five Year Plan. In consultation with the State Government and the Planning Commission the view was taken that the displaced persons should be integrated with the general socio-economic structure of the State and the residual rehabilitation problem tackled as part of the

State Five Year Plan. The State Government have been asked to examine in the light of the above the remaining reports of the Committee of Review. One of the reports relates to the establishment of Industrial Estates.

Master Plan for Refugee Rehabilitation in West Bengal

2544. SHRI PRIYA RANJAN DAS MUNSI: Will the Minister of SUPPLY AND REHABILITATION be pleased to state:

(a) whether the Master Plan for refugee rehabilitation in West Bengal prepared by West Bengal has been considered or accepted by Government;

(b) if so, the main features of the programme to be done; and

(c) if not, how the rest of the problem of refugees came from the then East Pakistan would be solved?

THE MINISTER OF SUPPLY AND REHABILITATION (SHRI R. K. KHADILKAR): (a) and (b). Subsequent to the submission of the Master Plan by the West Bengal Government regarding rehabilitation of displaced persons from former East Pakistan, the matter was considered in consultation with the State Government and the Planning Commission. It was agreed that the displaced persons should be integrated with the general socio-economic structure of the State and the residual rehabilitation problems tackled as part of the State Five Year Plan. The Modalities of doing so are under consideration. This is in addition to the schemes already included in the Fifth Five Year Plan of the Department of Rehabilitation.

(c) The proposal to set up a High Level Committee is under consideration.

जाली पासपोर्ट पर ब्रिटेन गए व्यक्तियों की गिरफ्तारी

2545. श्री हुकम चन्द कछवाय : क्या विदेश मंत्री यह बताने की कृपा करेंगे कि क्या कुछ व्यक्तियों को, जिन्हें जाली पासपोर्ट पर जाने के कारण ब्रिटेन से वापस भेजा गया था, जनवरी, 1975 के अति स्तार किया :

विदेश मंत्रालय में उपमंत्री (श्री बिपिन-पाल दास) : 13 जनवरी, 1975 को एक व्यक्ति दिल्ली में पकड़ा गया था। आरोप है कि उसके पास जाली ब्रिटिश पासपोर्ट था। पुलिस रिपोर्ट के अनुसार, उसे और यात्रा एजेंट को गिरफ्तार कर लिया गया और जमानत पर छोड़ दिया गया।

नए बस डिपुओं का निर्माण

(लाख रुपये)

2546. श्री हुकम चन्द कछवाय : क्या नौबहन और परिवहन मंत्री यह बताने की कृपा करेंगे कि :

(क) केन्द्रीय सरकार ने बस सेवा में सुधार के लिये चालू वित्तीय वर्ष के दौरान दिल्ली परिवहन निगम को कितनी धनराशि दी है तथा दिल्ली परिवहन निगम द्वारा उक्त धनराशि का कितना-कितना किस-किस मद पर खर्च किया गया,

(ख) क्या सरकार का विचार नये बस डिपुओं का निर्माण करने का है ; और

(ग) यदि हां, तो कितने नये बस डिपुओं का निर्माण किया जायेगा तथा वे कहाँ-कहाँ स्थापित किये जायेंगे और प्रत्येक डिपो के निर्माण पर कितना व्यय किया जायेगा ?

नौबहन और परिवहन मंत्रालय में राज्य मंत्री (श्री एच० एम० त्रिवेदी) (क) केन्द्रीय सरकार ने बसों को खीदने और डिपो आदि बनाने के लिये चालू वर्ष में दिल्ली परिवहन निगम को ऋण सहायता के लिये 792 लाख रुपये का आवंटन किया है। इस आवंटन में से निगम को अभी तक

पिछले वर्ष के स्वीकृत ऋण में से निगम के पास चालू वित्तीय वर्ष के प्रारम्भ में 156 लाख रुपये की राशि थी। इस प्रकार सब मिला कर निगम को 769 लाख रुपये की राशि उपलब्ध थी जिसमें से पूँजीगत योजनाओं पर 28 फरवरी, 1975 तक 682.75 लाख रुपये की राशि व्यय की गई है जो निम्न प्रकार है :—

बसें	581.86
भूमि और इमारत	94.02
रोटरी (मुद्रण)	
मशीन और खरीद	6.87
कुल	682.75

(ख) और (ग). निम्नलिखित डिपुओं का निर्माण चालू वर्ष के दौरान या तो पूरे हो गये हैं या प्रगति पर हैं :—

1 बवाना	}	पहले ही काम करना शुरू कर दिया था परन्तु निर्माण इस वर्ष में पूरा हो जायेगा।
2 शाहदरा I		

- | | | |
|----------------|---|--|
| 3. शाहदरा II | } | काम शुरू कर |
| 4. बी० बी० एम० | | दिया गया है |
| 5. डिब्रो कलां | | और डिपो |
| 6. बजीरपुर | | 1974-75 में |
| 7. मायापुरी | | चालू किये गये |
| 8. खामपुर | | यद्यपि निर्माण कार्य अभी प्रगति पर है। |

9. ओखला निर्माण का
10. हरीनगर II प्रगति पर है।
11. हरी नगर III)

प्रत्येक डिपो की अनुमानित लागत भूमि की लागत, निर्माण और संयंत्र और मशीन सहित लगभग 50 लाख रुपये है।

शाहजहापुर आयुध कारखाने के द्वार पर बैठकों की अनुमति

2547. श्री हुकम चन्द कछवाय : क्या रक्षा मंत्री शाहजहापुर आयुध कारखाने में कार्यरत यूनियनों के बारे में 19 दिसम्बर, 1974 के अतारंकित प्रश्न संख्या 5291 के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि :

(क) 1972-73 और 1973-74 के दौरान कितने ससद् सदस्यों द्वारा सभाओं के लिए अनुमति मांगी गई और कितनों को इस सम्बन्ध में अनुमति दी गई;

(ख) क्या कुछ संसद् सदस्यों द्वारा कारखाना देखने की अनुमति मांगी गई थी परन्तु उन्हें अनुमति नहीं दी गई; और

(ग) क्या सरकार का आयुध कारखानों को इस प्रकार का आदेश देने का विचार है कि ससद् सदस्यों को किसी भी समय आयुध कारखाना देखने की अनुमति दी जाये ?

रक्षा मंत्रालय (रक्षा उत्पादन) में
राज्य मंत्री (श्री राम निर्वास किर्वा)
(क) कोई नहीं।

(ख) वर्तमान सरकारी अनुदेशों के अनुसार संसद् सदस्यों द्वारा रक्षा संस्थानों, स्थापनाओं तथा उपक्रमों को देखने का कार्य रक्षा मंत्रालय/रक्षा उत्पादन विभाग द्वारा प्राधिकृत किया जाता है। रक्षा मंत्रालय/रक्षा उत्पादन विभाग द्वारा किसी माननीय संसद् सदस्य को आर्डर्नेस कारखाने देखने की अनुमति न दिये जाने का कोई मामला नहीं है।

(ग) इस विषय पर सरकारी अनुदेश विद्यमान है।

Construction of Roads in Kerala under National Highways

2548. SHRIMATI BHARGAVI TH-ANKAPPAN: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) the number of roads already sanctioned in the national Highways in Kerala State and not yet completed or under construction; and

(b) the time by which these roads are likely to be completed?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI H. M. TRIVEDI): (a) There are two National Highways in Kerala, viz. National Highway 47 and National Highway 17. The total length of these National Highways is 710 Kms. out of which 35 Kms on National Highway 17 are missing links. Since 1st April 1969 (the beginning of 4th Plan) to 31st January 1975 estimates totalling to Rs. 18.38 crores (Rs. 15.25 crores for road works and Rs. 3.13 crores for bridge works) have been sanctioned for widening single lane sections to two lanes, strengthening existing

weak sections, construction of bypass, reconstruction/widening of weak/narrow bridges and culverts, etc.

(b) These works are likely to be completed in the latter half of 5th Five Year Plan period depending upon availability of funds from year to year.

Opening of new Central Hospitals in Kerala

2549. SHRIMATI BHARGAVI THANKAPPAN: Will the Minister of HEALTH AND FAMILY PLANNING be pleased to state:

(a) the number of hospitals opened by Central Government in Kerala during the last three years; and

(b) the number of new hospitals to be opened in the near future?

THE DEPUTY MINISTER IN THE MINISTRY OF HEALTH AND FAMILY PLANNING (SHRI A. K. M. ISHAQUE): (a). No hospitals were opened by the Central Government in Kerala during the last three years.

(b) There is no such proposal at present.

Memorandum from Dandakaranya Employees Association regarding Community Puja and mass prayer

2550. SHRI JYOTIRMOY BOSU: Will the Minister of SUPPLY AND REHABILITATION be pleased to state:

(a) whether on December 20, 1974, Dandakaranya Employees Association, Central Headquarter, (P.O. & T.O., Kondagaon, District Bastar, M.P., Camp-Umerkote, Orissa) had sent a memorandum to the President of India containing a number of serious allegations against the Zonal Administrator of Umerkote Zone (Koraput) Orissa on the issue of Community Puja and mass prayer;

(b) if so, the gist of the said memorandum; and

(c) what action, if any, has been taken on the same?

THE MINISTER OF SUPPLY AND REHABILITATION (SHRI R. K. KHADILKAR): (a). Yes, Sir.

(b) The memorandum requested for vacation of the prohibitory order and eviction notice issued by the State Government authorities for the use of Project land for puja and mass prayers and for removal of the Zonal Administrator, Umerkote Zone of the Dandakaranya Project and action regarding the allegations made against him.

(c) The Chief Administrator, Dandakaranya Project has reported that temples and other public places where puja and mass prayer can be held were available in plenty, and that construction of an unauthorised pandal on the land was to carry out agitation and therefore no action regarding this is called for. A report has been called for regarding the other allegations.

Production of Milk by Military Farms

2551. SHRI BHAGIRATH BHANWAR: Will the Minister of DEFENCE be pleased to state:

(a) the total quantity of milk being produced by the military farms in the country;

(b) whether lack of funds is hitting military farms' output hard; and

(c) if so, the reaction of the Government of India in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF DEFENCE (SHRI J. B. PATNAIK): (a) The total quantity of milk produced by military farms in the country varies from year to year. During 1973-74, military farms produced a total quantity of 2,14,22,821 Kgs. of milk.

- (b) No, Sir.
(c) Does not arise.

**Alleged controversy between G.S.I.
and Mineral Exploration Corpo-
ration**

2553. SHRI ROBIN KAKOTI: Will the Minister of STEEL AND MINES be pleased to state:

(a) whether there has been a controversy between the Geological Survey of India and Mineral Exploration Corporation of India Limited over their respective tasks and responsibilities;

(b) if so, whether it has affected the exploration activity in India; and

(c) the steps taken by Government in this regard?

**THE DEPUTY MINISTER IN THE
MINISTRY OF STEEL AND MINES
(SHRI SUKHDEV PRASAD):** (a) No, Sir.

(b) and (c). Do not arise.

**Defence of Bombay High Off-shore
Oil-Fields**

2554. SHRI ROBIN KAKOTI: Will the Minister of DEFENCE be pleased to state:

(a) whether Government's attention has been drawn to a statement made by the Director of Institute for Defence Studies that the Bombay High offshore oil-fields in the Arabian Sea are increasingly coming under the shadow of the growing Naval might of Pakistan; and

(b) if so, the defence measures proposed to be taken by the Government to defend the above oil-fields?

**THE MINISTER OF DEFENCE
(SHRI SWARAN SINGH):** (a) Yes, Sir.

(b) The examination of the various issues concerning security and defence aspects of the offshore oil rigs and platforms is in progress in consultation with the concerned authorities with a view to take adequate security measures in this regard.

**Setting up of a Higher Centre of
Learning for Portuguese
Language and Culture**

2555. SHRI C. K. CHANDRAPPA: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether the new Portuguese Government has offered assistance to set up a higher centre of learning for Portuguese language and culture in Goa;

(b) if so, the facts thereof; and

(c) whether Government propose to take up with the French Government a scheme to set up a higher centre of learning for French language and culture to be set up in Pondicherry?

**THE DEPUTY MINISTER IN THE
MINISTRY OF EXTERNAL AF-
FAIRS (SHRI BIPINPAL DAS):** (a) and (b). Under Article IV of the Treaty signed on 31st December, 1974 between Portugal and India the two countries have agreed to take steps to develop contacts in the cultural field including the promotion of Portuguese language and culture. Specific programmes in pursuance of the above will be worked out only after a cultural agreement, which is currently under negotiation, has been concluded between the two countries.

(c) No, Sir

**Chairman-cum-Managing Director,
Kolar Gold Fields, Mysore**

2556. SHRI G. Y. KRISHNAN:
Will the Minister of STEEL AND
MINES be pleased to state:

(a) whether the Chairman-cum-Managing Director of Bharat Gold Mines Limited Kolar Gold Field, Mysore, purchased a site at a cost of Rs. 18,000/- at Indira Nagar, Bangalore;

(b) whether he obtained permission from Government of India or from the Board of Directors to acquire the plot from the Bangalore City Improvement Trust Board;

(c) whether in his sworn affidavit before the special Ist Class Magistrate Kolar Gold Field Sri Subramaniam has stated that he is ordinarily a resident for the last five years living independently in the area under the jurisdiction of the Board; and

(d) for how long the Chairman-cum-managing Director living in Kolar Gold Field, Mysore?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND MINES (SHRI SUKHDEV PRASAD): (a) The Chairman-cum-Managing Director of Bharat Gold Mines Limited was allotted a site value at Rs. 18,000/- in Indira Nagar, Bangalore by the Bangalore City Improvement Trust Board in November, 1973. A total amount of Rs. 17,880/- was deposited by him against the above allotment upto March, 1974. The Chairman-cum-Managing Director has not acquired the site and has requested the Bangalore City Improvement Trust Board to refund the deposit.

(b) Since the allotment was by the Bangalore City Improvement Trust Board, obtaining prior permission of the Government Board of Directors was not required.

(c) The affidavit sworn by the Chairman-cum-Managing Director before the special First Class Magistrate states that he was ordinarily a resident for the last five years living under the jurisdiction of the Trust Board. The Chairman-cum-Managing Director has given the above statement as he was staying at Bangalore for a long period very frequently since he was serving as Technical Adviser to Sri Nittoor Srinivasa Rao (retired Chief Justice of Mysore High Court and Central Vigilance Commission) who was probing into Haldia-Barauni Pipe Line case for over 2 years from 1968, and thereafter as adviser to Shri P.S. Narayana, among others, for his mines till 1972. The Chairman-cum-Managing Director's frequent stay at Bangalore had to be extended further in view of his assignment as a member of the Kolar Gold Mining Undertakings Board from 1971 and then as Chairman-cum-Managing Director of the Bharat Gold Mines Limited which also necessitated his frequent visits to Bangalore.

(d) The Chairman-cum-Managing Director has been living in Kolar Gold Fields, Karnataka since April, 1972.

**Harijans' Rightful Claim Over a
Piece of Land in West Delhi Colony**

2557. SHRI HARI SINGH: Will the Minister of SUPPLY AND REHABILITATION be pleased to state:

(a) whether very recently Delhi's Lt. Governor has thwarted the move in the Municipal Corporation to deprive the Harijans of their rightful claim over a piece of land in a West Delhi Colony;

(b) whether the Lt. Governor also prevented from selling about 50 acres of land in Tilak Nagar given by the Centre in a West Delhi Colony;

(c) if so, the facts and the reasons thereof; and

(d) whether Government have received complaints in the matter and if so, the contents thereof?

THE MINISTER OF SUPPLY AND REHABILITATION (SHRI R. K. KHADILKAR): (a) to (c). It has been reported by the Delhi Administration that on 21-1-1975 it was brought to their notice that it appeared from the agenda papers that a proposal for the auction of a part of land measuring 78.67 acres adjoining the Harijan Colony behind Tilak Nagar purchased by the Municipal Corporation from the Ministry of Rehabilitation for residential and commercial purposes, would come up in a meeting of the Ad-hoc (Remunerative Project) Committee of the Municipal Corporation on the next day; and that since the land was proposed to be utilised for a purpose other than that for which it was sold to the Corporation, the Municipal Corporation of Delhi was advised by Delhi Administration that the proposal may be dropped.

(d) Yes, Sir. A letter has been received in this Department very recently stating that the land sold to the Municipal Corporation of Delhi for general purposes does not mean auctioning the same at market rates. The matter is being examined.

मध्य पूर्व और अफ्रीकी देशों में भारतीय इलेक्ट्रिकल इंजीनियरों को रोजगार

2558. श्री लालजी भाई: क्या विदेश

अंग्रेजी यह बताने की कृपा करेंगे कि :

(क) गत तीन वर्षों में, बर्बर, मध्य-पूर्व और अफ्रीकी देशों को रोजगार के लिये सरकार ने कितने इलेक्ट्रिकल इंजीनियर (बी० ई०) भेजे; और

(ख) विदेशों में नौकरियां प्राप्त करने के लिये इस समय सरकार के पास कितने इलेक्ट्रिकल इंजीनियर रजिस्टर्ड हैं ?

विदेश मंत्रालय में उप मंत्री (श्री बिपिनपाल दास) : (क) भारतीय तकनीकी सहायता कार्यक्रम के अधीन 1972 और 1973 में दो स्नातक इलेक्ट्रिकल इंजीनियर मारीशस भेजे गये। पिछले तीन वर्षों में भारत सरकार द्वारा पश्चिम एशियाई या अफ्रीकी देशों में कोई दूसरे इलेक्ट्रिकल इंजीनियर नहीं भेजे गये।

(ख) इस समय कार्मिक विभाग के पास पंजीकृत बिजली इंजीनियरों की संख्या नीचे दी गई है :

1. इलेक्ट्रिकल इंजीनियर (डिप्लो-धारी) . . . 635
2. इलेक्ट्रिकल इंजीनियर (डिप्लोमा धारी) . . . 140
3. इलेक्ट्रानिक इंजीनियर . . . 51

12.53 hrs.

PAPERS LAID ON THE TABLE

NOTIFICATIONS UNDER EMPLOYEES' PROVIDENT FUNDS AND FAMILY PENSION FUND ACT

THE MINISTER OF LABOUR (SHRI RAGHUNATHA REDDY): I beg to lay on the Table a copy each of the following Notifications (Hindi and English versions) under sub-section (2) of section 7 of the Employees' Provident Funds and Family Pension Fund Act, 1952:—

- (i) The Employees' Provident Funds (Twelfth Amendment) Scheme, 1974, published in Notification No. G.S.R. 268 in Gazette of India dated the 22nd February, 1975.
- (ii) The Employees' Provident Fund (First Amendment) Scheme, 1975, published in Notification No. G.S.R. 269 in Gazette of India dated the 22nd February, 1975. [Placed in Library. See No. LT-9103/75]

NOTIFICATIONS UNDER MAJOR PORT TRUST ACT AND MOTOR VEHICLES ACT, ETC

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI H. M. TRIVEDI): I beg to lay on the Table—

- (1) A copy each of the following Notifications (Hindi and English versions) under sub-section (3) of section 122 of the Major Port Trusts Act, 1963:—

- (i) The Board of Trustees of the Port of Bombay (Procedure at Board Meetings) Rules, 1975, published in Notification No. G.S.R. 27(E) in Gazette of India dated the 1st February, 1975,

- (ii) The Board of Trustees of the Port of Bombay (Payment of Fees and Allowances to Trustees) Rules, 1975, published in Notification No. G.S.R. 28(E) in Gazette of India dated the 1st February, 1975.

- (iii) The Board of Trustees of the Port of Calcutta (Procedure at Board Meetings) Rules, 1975, published in Notification No. G.S.R. 30(E) in Gazette of India dated the 1st February, 1975.

- (iv) The Board of Trustees of the Port of Calcutta (Payment of Fees and Allowances to Trustees) Rules, 1975, published in Notification No. G.S.R. 31(E) in Gazette of India dated the 1st February, 1975.

- (v) The Board of Trustees of the Port of Madras (Procedure at Board Meetings) Rules, 1975, published in Notification No. G.S.R. 33(E) in Gazette of India dated the 1st February, 1975.

- (vi) The Board of Trustees of the Port of Madras (Payment of Fees and Allowances to Trustees) Rules, 1975, published in Notification No. G.S.R. 34(E) in Gazette of India dated the 1st February, 1975. [Placed in Library. See No. LT-9104/75]

- (2) A copy of Notification No. SECE-6(17)/74-TPT/14575 (Hindi and English versions) published in Delhi Gazette dated the 23rd September, 1974 containing corrigendum to Notification No. F. 3(28)/72/Tpt dated the 1st January, 1973, under sub-section (3) of section 133 of the Motor Vehicles Act, 1939.

- (3) A statement (Hindi and English versions) showing reasons for delay in laying the above Notification. [Placed in Library. See No. LT-9105/75.]

NOTIFICATIONS UNDER NAVY ACT

THE DEPUTY MINISTER IN THE MINISTRY OF DEFENCE (SHRI J. B. PATNAIK): I beg to lay on the Table a copy each of the following Notifications (Hindi and versions) under section 185 of the Navy Act, 1957:—

- (1) S.R.O. 31 published in Gazette of India dated the 25th January, 1975.
- (2) The Navy Leave (Amendment) Regulations, 1975, published in Notification No. S.R.O. 71 in Gazette of India dated the 22nd February, 1975. [Placed in Library: See No. LT-9103/75].

REVIEW AND ANNUAL REPORT OF
HINDUSTAN ZINC LTD, UDAIPUR FOR
9106/75]

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND MINES (SHRI SUKHDEV PRASAD): I beg to lay on the Table a copy each of the following papers (Hindi and English versions) under sub-section (1) of section 619A of the Companies Act, 1956:—

- (1) Review by the Government on the working of the Hindustan Zinc Limited, Udaipur (Rajasthan), for the year 1973-74.
- (2) Annual Report of the Hindustan Zinc Limited, Udaipur (Rajasthan), for the year 1973-74 along with the Audited Accounts and the comments of the Comptroller and Auditor General thereon. [Placed in Library. See No. LT-9107/75.]

COAL MINES LABOUR HOUSING AND
GENERAL WELFARE FUND (RECRUITMENT
TO CERTAIN POSTS AMENDMENT RULES
AND CENTRAL APPRENTICESHIP COUNCIL

(AMENDMENT) RULES

MINISTRY OF LABOUR (SHRI BALGOVIND VERMA): I beg to lay on the Table:—

- (1) A copy of the Coal Mines Labour Housing and General Welfare Fund (Recruitment to certain posts). Amendment Rules, 1974 (Hindi and English versions) published in Notification No. G.S.R. 88 in Gazette of India dated the 18th January, 1975, issued under article 309 of the Constitution. [Placed in Library. See No. LT-9108/75.]
- (2) A copy of the Central Apprenticeship Council (Amendment) Rules, 1975 (Hindi and English versions) published in Notification No. G.S.R. 200 in Gazette of India dated the 8th February, 1975, under sub-section (3) of section 37 of the Apprentices Act, 1961. [Placed in Library. See No. LT-9109/75.]

12 55 hrs

MATTER UNDER RULE 377

STAY IN STRIKE BY EMPLOYEES OF
GRINDLAY'S BANK.

SHRI S. M. BANERJEE (Kanpur): Sir, I want to make a submission under Rule 377. The Labour Minister is here.

You must have read in the newspaper, Mr. Speaker, that throughout

the country in the National and Grindlays Bank, which is a non-nationalised bank, which is a foreign bank with many branches in the country, there is a stay-in strike going on, three or four hours every day, and all the employees, right from Class I to Class IV or from Class IV to Class I, whatever you may say, are participating in that. There are certain outstanding demands, but the management of the Grindlays Bank, unfortunately, has taken a rigid attitude. There are serious charges against them; previously they had published a map showing Kashmir as a disputed territory; their anti-national and anti-labour activities are widely known in this country.

Still, the bank was not taken over. Recently what happened is that they have started victimising employees and, the employees have taken a decision under the banner of the All India Bank Employees' Association that there will be a nation-wide strike if these things are not tackled properly. I would only request the hon. Minister of Labour in whom we have great faith, to kindly intervene in the matter and force the bank and its magnates to come for a discussion, either bipartite or tripartite. Otherwise, the proposed strike on the 14th is going to paralyse the banking operations in the country. I would request him to take note of it and kindly do something to bring about a settlement.

THE MINISTER OF LABOUR (SHRI RAGHUNATHA REDDY): This matter has been brought to the notice of the Labour Ministry by some of the leaders of the All India Bank Employees' Organization. I have suggested to the concerned officers to discuss this matter with the Department of Banking and see if this matter can be settled. I cannot immediately indicate the course of action that could be thought of and if the hon. Member has any further information or suggestions to make, I

would invite him to come and discuss with me in what manner this dispute can be resolved.

SHRI R. R. SHARMA (Banda) AND SHRI RAMAVATAR SHASTRI (Patna): rose

MR. SPEAKER: When I allowed one, others also get up. I will see tomorrow.

12 58 hrs

RAILWAY BUDGET, 1975-76—

GENERAL DISCUSSION—contd.

श्री भागवत झा आजाद (भागलपुर) : अध्यक्ष महोदय, मैं रेल बजट पर रेल मंत्री जी को बधाई देता हूँ कि इन्होंने प्रथम बार परम्पराओं को तोड़ कर कोई भाड़ा नहीं बढ़ाया। अब तक की परिपाटी यह रही है कि रेल मंत्री जब भी मदन में आये तो उनको जितना भी घाटा हुआ उनकी गलतियों से, कमजोरियों से, प्रशासन में अदक्षता के लिये, खराबियों के लिये, इन सब का बोझ इस देश के भाड़े पर ही पड़ा है। प्रसन्नता की बात है कि माननीय त्रिपाठी जी ने पहली बार इन परम्पराओं को तोड़ा और ऐसा बजट पेश किया जिसमें कोई भी भाड़े में वृद्धि नहीं हुई है।

उन्होंने यह कहा है कि मैं सभी प्रकार 1975-76 को आशा, स्थिरता और निरंतर उन्नति का वर्ष मानता हूँ। प्रसन्नता की बात है और मैं उनको विश्वास दिलाता हूँ तथा शुभकामना करता हूँ कि उनकी यह आशा फलीभूत हो।

MR. SPEAKER: You may continue after lunch.

Now, we adjourn till 2 O'clock.

13 00 hrs.

The Lok Sabha adjourned for Lunch till Fourteen of the Clock.

The Lok Sabha reassembled after Lunch at four minutes past Fourteen of the Clock.

[MR. DEPUTY SPEAKER in the Chair]

RAILWAY BUDGET, 1975-76
GENERAL DISCUSSION—Contd.

श्री भागवत झा आजाद : उपाध्यक्ष महोदय, मैंने प्रारम्भ किया था कि माननीय रेल मंत्री के बजट ने जनता और कर्मचारियों को आश्वासन दिया है कि यह रेलवे का वर्ष निरंतर आशा, स्थिरता और उन्नति का वर्ष है। उन्होंने यह आशा व्यक्त की है कि रेलवेज के दुर्दिन समाप्त होते नजर आते हैं। मैं उनकी तमाम अच्छी भावनाओं के साथ हूँ और शुभकामना करता हूँ और साथ ही साथ उनको सहयोग का आश्वासन देता हूँ। उन्होंने यह कहा है कि जितनी रेल कर्मचारियों की सर्विस में टूटन थी, उसको हटा दिया जायेगा। यह प्रसन्नता की बात है कि उनकी सर्विस की टूटन हट गई और साथ ही साथ उनके मन की घुटन को भी उन्होंने हटा दिया। उन्होंने यह भी कहा है कि स्थगित ट्रेनें अब फिर से चलने लगेगी। इसके अलावा शिलित नौजवानों का राष्ट्रीय उद्योग रेल में घनिष्ठ सहयोग लेने का भी उन्होंने आश्वासन दिया है। बुक स्टाल, खाने-पीने के स्टालों और बुकिंग एजेंसियों में भी उन्हें प्राथमिकता दी जायेगी। ये बातें कोई बड़ी नहीं हैं और इनसे कोई विशेष रोजगार उनको नहीं मिलेगा लेकिन नये रेल मंत्री के मानसिक दृष्टिकोण का इससे पता लगता है कि उनके हृदय में सहानुभूति की भावना है जो कभी-कभी हमें कुछ मंत्रियों में और सरकार के काम करने वाले दूसरे लोगों में कम ही दिखाई पड़ती है। इसलिए नये रेल मंत्री जी ने जो यह आश्वासन दिया है, हम उनका स्वागत करते हैं और प्रसन्नता की सब से बड़ी बात यह है कि उन्होंने न तो भाड़े में और न यात्री किराये में कोई वृद्धि की है। हर रेल मंत्री अपने प्रशासन की कमजोरियों को छिपाने के लिए, उनकी

बुर्बलताओं के लिए सारा बोझ कर-वृद्धि करके जनता पर डालता है लेकिन माननीय रेल मंत्री ने भाड़ा न बढ़ा कर उस परम्परा को तोड़ने वाला काम किया है और इसलिए मैं श्री कमलापति त्रिपाठी का स्वागत करता हूँ और आशा करता हूँ कि जैसा उन्होंने कहा है, उसी के अनुसार वे कार्य भी करेंगे।

अब मैं जो रेलवे ने लक्ष्य रखे हैं, उनके बारे में कुछ कहना चाहता हूँ। उन्होंने जो लक्ष्य रखे हैं कि 1900 लाख मीट्रिक टन माल ढोया जाएगा यानी ट्रेफिक ग्रनिंग 1900 लाख टन की होगी, उसके संचालन व्यय के लिए, एक्सपेंडीचर के लिए उन्होंने एक सीमा निर्धारित की है, लेकिन इसमें प्रश्न यह उठता है कि क्या यह सीमा निर्धारण उन्होंने हम लोगों को खुश करने के लिए किया है या यह एक्सपेंडीचर सेविल रहेगा। इन्होंने कहा है कि इस वर्ष में तीन इन्फ्लेक्शन ही दिये जायेंगे। मेरा यह दावा है कि अगर मूल्य स्थिर भी रहे, तो भी रेल मंत्रालय को कम से कम छः इन्फ्लेक्शन देने पड़ेंगे, तो फिर यह एक्सपेंडीचर सेविल कहा रहेगा।

मंत्री महोदय ने फ्यूल कास्ट के लिए, ईंधन के लिए 23 करोड़ रुपया बढ़ाया है। मैं जानना चाहता हूँ रेल मंत्री जी से कि क्या यह संभव है। इन्होंने कोयले के दामों को स्थिर रखा है लेकिन अगर कोयले के दाम 10 रुपये प्रति टन बढ़ गये, तो इसका खर्च 17 करोड़ रुपया और बढ़ जायेगा। इसलिए रेल मंत्री जी का यह कहना कि एक्सपेंडीचर सेविल यह होने जा रहा है, यह ठीक नहीं है। व्यय और रेवन्यू सेविल, दोनों का वास्तविकता से कोई सम्बन्ध नहीं है। इन्होंने ट्रेफिक को बढ़ा कर रख दिया है। यह सम्भव नहीं है यानी रेल मंत्रालय ने जो बजट प्रस्तुत किया है एबाउट एक्सपेंडीचर एण्ड ग्रनिंग्स, प्रेक्टिकली देखा जाए, तो इनमें कोई सम्बन्ध नहीं

है। यह सारी एकाउन्टेंसी की जगलरी है और यह सम्भव नहीं है। अगर ऐसा हो जाएगा, तो हम नये मंत्री का स्वागत करेंगे। हाँ, यह इसको करा सकते हैं लेकिन कैसे करा सकते हैं, यह मैं इनको बताता हूँ। इन्होंने जो एक्सपेंडीचर और रेवन्यू के बारे में बताया है, उसमें कोई सम्बन्ध नहीं है। रेल के आंकड़े स्वयं बोलते हैं, मैं नहीं बोलता। रेल के आंकड़े बतलाते हैं कि 1973-74 में इनकी एफीशियेन्सी सब से कम रही, लोअस्ट सेविल पर रही। यह इनके आंकड़े ही बतलाते हैं। बैगन का टर्न-आउट 13.5 दिन, जो कि 1972-73 में था, से बढ़ कर 15 दिन हो गया है। यह इनके आंकड़े ही बतलाते हैं। इंजनों की औसत मोबीलिटी गिर कर 6.25 प्रतिशत हो जाएगी। इन तमाम बातों को देखते हुए, मैं रेल मंत्री जी से जानना चाहता हूँ लेकिन न रेल मंत्री जी और न राज्य रेल मंत्री जी इस समय यहां पर हैं, कि किस प्रकार व सदन को विश्वास दिलाना चाहते हैं। भाषण देना और बात है, आंकड़ों की जगलरी और बात है और वास्तविकता और बात है। वे हमें बताये कि रेलवे का जो यह बजट है, यह वास्तविकता से कितना सम्बन्ध रखता है। इन तमाम आंकड़ों की पृष्ठभूमि में वे किस प्रकार कहते हैं कि उनका एक्सपेंडीचर सेविल और रेवन्यू सेविल यही रहेगा, यह मैं जानना चाहता हूँ।

इनको अब मैं एक सुझाव दूँ कि अगर ये वास्तव में चाहते हैं कि रेलवे बजट ठीक रहे, तो प्रबन्ध की तकनीक में, मैनेजमेंट कंप्यूटरी में सुधार होना चाहिए। इनको अधिक उत्पादन चाहिए, बेहतर पर्यवेक्षण, बैटर सुपरविजन चाहिए, इनको प्रशासनिक मार्गदर्शन, एडमिनिस्ट्रेटिव गाइडेंस चाहिए और इस सब के लिए आवश्यकता इस बात की है कि सेवर की सहानुभूति और सहायता भी मिले। अब प्रश्न यह है कि किस प्रकार इस सब को ये बढ़ायेंगे, किसके जरिये बढ़ायेंगे? रेलों की ढोने की जो क्षमता है उसके लिए भारी

लोकोमोटिव्स चाहियें, रोलिंग स्टॉक चाहिए, मेंटनेंस की आधुनिक सुविधायें चाहियें। ये सब चीजें जिनसे रेलों की वित्तीय और चालन स्थिति सुधर सकती है उनका बिल्कुल अभाव है। ये सब काम रेलवे बोर्ड के सुपुर्व कर दिये गये हैं। लेकिन आप देखें कि आज रेलवे बोर्ड का एक भी मेम्बर यहां बैठा हुआ नहीं है और इसलिए नहीं है कि वह जो कुछ यहां कहा जा रहा है उसको सुनना नहीं चाहता है, चाहता नहीं है कि सदन की भावनाओं को सुना जाये। मैं तो कहूंगा कि रेलों की स्थिति को बिगाड़ने में किसी का अगर प्रमुख हाथ है तो वह इस रेलवे बोर्ड का ही है। यह प्रागैतिहासिक संस्था, यह जानवर, क्योंकि इसमें रेशनलिटि का अभाव है, जो प्रो हिस्टोरिकल है, यह जानवर कुछ नहीं समझता है। इसने कौन सा बढ़िया काम किया है? किस काम में इसने आपको सहायता पहुंचाई है? इसमें एक ट्रांसपोर्ट मेम्बर है लेकिन उनको समय से कोई मतलब नहीं है। सारी गाड़ियां लैट चलती हैं। सेट ट्रेज, लूट ट्रेज, डस्ट ट्रेज। कोई देखने वाला नहीं है। कोई कहने वाला नहीं है कि समय पर गाड़ियां चला करें। वित्तीय स्थिति रेलों की गिर रही है लेकिन इनमें से किसी को कोई चिन्ता नहीं है। रेलवे बोर्ड में डबल सेंटर आफ पावर है। रेल मंत्रालय में दो केन्द्र हैं पावर के। एक है रेल मंत्री, रेल राज्य मंत्री, रेल उपमंत्री और एक है रेलवे बोर्ड और इसके पांच सदस्य। इसमें 44 या 48 ज्वाइंट सैक्रेट्री के स्टेट्स के लोग हैं। कौन सा काम वे करते हैं? ये काम करते हैं कि मंत्रियों के जो निर्णय होते हैं उनको सेबोटाज किया जाये। मैं खाली हवा में बात नहीं करता हूँ। मैं उदाहरण दे रहा हूँ, एक नहीं, तीन चार उदाहरण।

रेल मंत्री, स्वर्गीय श्री ललित नारायण मिश्र ने संसद् सदस्यों के सामने कहा था कि गोहाटी मेल को पहली जनवरी से दो दिन और चलाया जायेगा। आपको याद

[श्री भागवत झा आजाद]

होंगा पिछली बार मैंने कहा था कि यह रेलवे बोर्ड जो है इसकी बुद्धि कुत्ते जैसी है। इस पर आपने कहा था कि यह अनपार्लियामेंटरी है, इसको वापिस लो और मैंने इसको वापिस ले लिया था। मैंने यह कहा था कि इसकी लात खच्चर की है, यह लात मारता है। इसको भी मैंने वापिस ले लिया था। इस बात को समझने में दो बरस लगे हैं। यह मेरी बात ही नहीं है। आप भी उपाध्यक्ष महोदय वही से आते हैं। यह आग्रा का भी मामला है, बैस्ट बगाल का भी है, मिजोराम का भी है, नागालैंड का भी है, त्रिपुरा का भी है। मैंने माग की थी कि दिल्ली से असम और पूर्वी हिन्दुस्तान को जोड़ने के लिए गोहाटी मेल एक फास्ट ट्रेन चल सकती है और यह चार छ घंटे पहले पहुंच सकती है क्योंकि फरक्का ब्रिज बन गया है। लेकिन मेरी बात पर कोई ध्यान नहीं दिया गया। रेलवे बोर्ड इतना निकम्मा बोर्ड है जो जनता और मेम्बरों की भावनाओं को न समझता और न उनका आदर करना जानता है। इस बात को समझने के लिए इसको दो साल लगे और तब जा कर गोहाटी मेल चली। आज गोहाटी मेल प्रति दिन चल सकती है और इसको चलाया जा सकता है। मैंने तीस सदस्यों के सामने मंत्री महोदय को यह कहा तो उन्होंने कहा कि यह सम्भव नहीं है लेकिन पूर्वी भागों की आवश्यकताओं को देखते हुए, असम, नागालैंड, मिजोराम और त्रिपुरा आदि की आवश्यकताओं को देखते हुए न्यू यील्डर गिफ्ट के रूप में स्वर्गीय ललित जी ने कहा कि यह दो दिन और चला करेगी। मैं कुरेशी साहब से पूछता हूँ कि क्या यह बात ठीक है या नहीं है। अब अगर यह बात ठीक है तो वह मुझे बतायें कि रेलवे मिनिस्टर के इस निर्णय को किसने बदला, कौन है रेलवे बोर्ड उनके निर्णय को बदलने वाला, कौन है वह जानवर, कुत्ते की बुद्धि रखने वाला जिसने रेलवे मिनिस्टर के इस निर्णय को तोड़ दिया? क्यों तोड़ा है? क्या शक्ति है

उसके हाथ में? स्वर्गीय श्री ललित नारायण मिश्र ने आश्वासन दिया था और आपके सामने दिया था। कुत्ते की बुद्धि रखने वाले जो हैं इनकी इतनी पूछ क्यों है? जहाँ कोई नया मंत्री बनता है उसको वे चाटते हैं, बुद्धि का मतलब यह है। क्यों आज रेल मंत्री के निर्णय को तोड़ा जा रहा है। वह स्वर्गवास हो गये हैं जिनके ये सलाहकार थे। क्या यही वजह है कि उनके निर्णयों की भ्रवहेलना ये करते हैं? रेल चले या न चले लेकिन इस तरह के रवैये को क्षमा नहीं किया जा सकता है। आपके निर्णयों का पालन होना चाहिए।

दूसरा उदाहरण मैं देता हूँ। रेलवे बोर्ड ने जहाँ तहाँ संकशन आफिसर्स को प्रमोशन देकर अडर पैक्रेट्री बनाया है। सात-सात साल तक उनको टैम्पोरेरी रखा जाता है। मंत्री ने कहा कि मैं देखना चाहता हूँ फाइल को कि कैसे आप इनको इतने दिनों तक टैम्पोरेरी रखें हुए हैं। रेल मंत्री को पेपर भेजने के बजाय रेलवे बोर्ड ने पब्लिक सर्विस कमिशन को लिख दिया कि हम बीम सीट दे दी जाये अडर पैक्रेट्री की और अन्न में कह दिया कि पद्व और दे दी जाये ताकि मंत्री देख ही न पायें। आप ही बतायें कि मंत्री के आर्डर के बावजूद यह सब हुआ या नहीं हुआ, क्या यह भी सच है या नहीं है।

मैं तीसरा उदाहरण देता हूँ। जयपुर डिविजन में सत्ता लोगों को इन्होंने बरखास्त कर दिया। उनको कर दिया जिन्होंने पद्व-पद्व साल तक सर्विस की थी। जब मंत्री ने कहा कि मैं फाइल देखना चाहता हूँ तो उसको तो दबा दिया गया और वहाँ लिख दिया गया कि वह दिया जाये कि दे हैब वीन रिट्रिच और अब स्टे का प्रश्न नहीं है। क्या यह भी झूठ है या सच है।

एक नहीं इस तरह के हजारों उदाहरण दिये जा सकते हैं। इससे साबित होता है कि

रेलवे बोर्ड कम्प्लेमेंटरी नहीं कम्पीटीटिव है मिनिस्टर का। यह देश की तौहीन है। सिद्धान्तों का हनन है। मंत्री के आर्डर को उसने डिसओबे किया है। मैं और भी उदाहरण दे सकता हूँ। मेरा निवेदन यह है कि यह आवश्यक है कि इस रेलवे बोर्ड से छुट्टी पाई जाये। इंडस्ट्रियल डिबेलेपमेंट मिनिस्ट्री में एक सेक्रेटरी और चार ज्वायंट सेक्रेटरीज से अगर काम चल सकता है तो यहाँ क्यों नहीं चल सकता है। रेलवे बोर्ड में मेम्बर कब आते हैं? ये पांच मेम्बर अपनी मरिम के अन्तिम काल में आते हैं। अगर ये गफल मिद्ध नहीं भी हुए तो इनको कोई घाटा नहीं हो सकता है। ये बड़ी भारी पूजी लेकर चल जाते हैं। यहाँ आ कर ये अबहेलना करते हैं मरिया के निर्णयो की। उनको कोई कुछ नहीं कह सकता है। एक ब्रांच में, एक विभाग में गिछले तीन साल में तीन मेम्बर चेंज हुए हैं। क्या करेग ये सिवाय अपना पेट भरने के या माज उड़ाने के। ये दण का कल्याण क्या कर सकते हैं? इसलिए रेलवे बोर्ड अवश्य ही जाना चाहिए। यह मेरी अन्तिम दलील है। इसमें सुधार के लिये जो सबसे बड़ा उदाहरण आपको प्रस्तुत करना चाहिये वह यह है कि रेलवे बोर्ड का विघटन हो जाना चाहिए। सब से पहला काम नये रेल मंत्री का यही करना चाहिए अगर वह चाहते हैं कि रेलवे की वित्तीय स्थिति में सुधार हो। उनको रेलवे बोर्ड का नमस्कार करना चाहिए। मेरी कामना है कि श्री कमलार्पण विपाठो को यह सौभाग्य मिले कि वह इसको नमस्कार कर सके। अगर उनमें हिम्मत हुई—मैं तो आशा करता हूँ कि उनमें हिम्मत है—तो उनको यह विघटन जल्द से जल्द कर देना चाहिए।

रेलवे बोर्ड लाभप्रद जा लाइने हैं उनको नहीं चलायेगा और अलाभप्रद को चलायेगा, जिनको चलाने की इसकी इच्छा हुई उनको ही चलायेगा और जिनको चलाने की इच्छा नहीं हुई उनको नहीं चलायेगा। हमारे श्री जी० एस० मिश्र ने यहाँ पर माग की

थी कि सतपुड़ा रेलवे और परसिया से छिदवाड़ा लाइन को बड़ी लाइन में परिणत किया जाये। छिदवाड़ा नागपुर को मीटर गेज क्यों रखा गया है इसको ब्राड गेज आज तक क्यों नहीं किया गया है। यह अभी तक नहीं हुआ है क्योंकि इनको उसमें कोई मतलब नहीं है। बीसी मदार हिल को दुमका देवघर तक बढ़ाया जाये। पीरपेती में रेलवे लाइन हमोडीहा में मिला कर दुमका तक ले जाई जाये। गाहाटी मेल में डीजल इंजन लगाया जाये। अम्बा पाली स्टेशन पर और ट्रेनें रोकੀ जाये। लेकिन इनको इन सब मांगों से कोई मतलब नहीं है। इनको बैंकवर्ड एरियाज से कोई मतलब नहीं है। इनको देश की जनता के दुख दर्द में कोई मतलब नहीं। दण के उस भभाग में इनको कोई मतलब नहीं जहाँ की जनता न रेल इंजन का धुआँ तक नहीं देखा है, उनके कानों में रेल की चक्को की ध्वनि सुनाई नहीं पड़ी है। आजादी की कामना को रेलवे बोर्ड नहीं समझ सकता है।

जहाँ तक गाड़ियों के समय पर चलने का सम्बन्ध है मैं यह कहना चाहता हूँ कि बिहार में चैन-गु लग होना है, यह ठीक बात है। हम उस चोरेंगे, प्रयत्न करेंगे। लेकिन मैं पूछना चाहता हूँ कि गोहाटी मेल और डीलक्स राइट टाइम पर आकर भी नई दिल्ली स्टेशन तक पहुँचे, एक घंटे पहले क्यों रोक दी जाती है? ऐसा आज भी किया और चल भी किया। यह किसने किया? क्या यह भी बिहार की जनता ने किया? स्टेशन पर लाउड-स्पीकर पर कहा जाता है कि गाई साहब, आपका मिगनन हो चुका है, आप जाइये और गाई साहब बैठे चाय पी रहे हैं। यह हमने क्या चैन-गु लग से किया?

अश्वत्थ महोदय, यह रेलवे बोर्ड अपने प्रमाण पर, अपने अधीनस्थ अधिकारियों पर कंट्रोल नहीं कर सकता है। ये सिर्फ एक-दो वर्ष के लिये अन्तिम क्षणों में आते हैं, इनका रेलवे की सफलता से कोई मतलब नहीं।

[श्री भागवत झा आज़ाद]

आप स्टेशनो पर देखिये। जब आप स्टेशन पर पहुँचे तो एक मिनट में कोई न कोई भिखमगा भीख मागने के लिये आ जायेगा। उन पर कही कोई कंट्रोल नहीं है। श्री कुरेशी साहब एक काम करे—आप क्यों नहीं हर स्टेशन पर भिखमगो के लिये एक अलग स्थान बना देते हैं? या आप एक भिखमगा स्टेशन अलग बना दीजिये।

क्यूँ और साहबगज के बीच दोहरी लाइन बिछाने का तुरन्त प्रबन्ध किया जाय।

जहाँ तक चोरी का प्रश्न है मैं यह कहना चाहता हूँ कि इन्होंने एक रेलवे प्रोटेक्शन फोर्स बनाया। इसको मैं रेलवे पिलफरेज फोर्स कहता हूँ। वही उसका असली नाम है। 2 करोड़ रुपये की चोरी रेलवे में होनी थी। रेलवे प्रोटेक्शन फोर्स बनाने के बाद आज वहाँ 20 करोड़ रुपये की चोरी है और रेलवे प्रोटेक्शन फोर्स पर 12 करोड़ से अधिक खर्च होता है। दोनों का अनुपात बढ़ रहा है। रेलवे मंत्री जी के बगल में मुगलसराय, हजारीबाग और गरहरा में खूब चोरी होती है।

कल हनुमन्तैया जी ने कहा है कि आप रेलवे प्रोटेक्शन फोर्स के इंचार्ज से कहिये कि या तो चोरी रोको या तुम जाओ, कल चोरी रुक जायेगी। रेलवे बोर्ड के मेम्बर को चाहिए कि श्रीमानजी आप चोरी रोकिये या आप खुद चले जाइये, चोरी रुक जायेगी। चोरी कराने में इनका हाथ रहता है।

एक आननीय सचिव : हिस्सा रहता है।

श्री भागवत झा आज़ाद : रहता होगा, वरना यह चोरी कैसे बढ़ रही है

आज जरूरत इस बात की है कि अगर हम चाहते हैं कि रेल की वित्तीय स्थिति

सुधरे तो चोरी कम करने के लिये आप अपने सहयोगियों का, कार्यकर्ताओं का सहयोग लीजिये। कई मजदूरों को, जिनको आपने इटीमीडेशन के नाम पर निकाल दिया है, मैं कुरेशी साहब से अनुरोध करता हूँ कि आप उनकी फाइले मगाइये और उनका निर्णय तीनो मंत्री करे, रेलवे बोर्ड न करे। स्थिति यह है कि जिन लोगों ने इटीमीडेशन नहीं किया उन्हें व्यक्तिगत भ्रष्टाचर के कारण, परसनल प्रैज्यूडिस के कारण निकाल दिया है। आपने कहा है कि लायल वर्कर्स के बेटों को, सबधियों को नौकरी दी जाती है। लेकिन उनको नौकरी नहीं दी जाती है, रेलवे अधिकारियों के सबधियों को नौकरी मिली है। इसलिये जरूरी है कि इन तमाम फाइलों की जांच हो।

अन से भाषण समाप्त करते हुए मैं कहूँगा कि रेल मंत्री जी ने कहा है कि रेल आज अन्धाकारपूर्ण टनल से निकल कर प्रकाश के किरण को देख रही है, हम भी प्रकाश की किरण चाहते हैं। हम चाहते हैं कि हिन्दुस्तान का सबसे बड़ा उद्योग, रेल उद्योग अच्छी लाइन पर चले। आज हिन्दुस्तान के पिछड़े भागों में इज्जत के धुएँ और पहिये का नाद सुनाई पड़े। इसलिये आज आवश्यक है कि रेलवे बोर्ड का विघटन करके रेलवे उद्योग का नया संचालन कीजिये, नया का-आर्डिनेशन कीजिये, नया ऑरिएन्टेशन कीजिये। हम आशा करते हैं आपके नेतृत्व में यह सफल होगा।

SHRI SURENDRA MOHANTY (Kendrapara) Notwithstanding the optimistic outbursts of the Railway Minister in his Budget speech, I venture to say that the Indian Railways is the sickliest child of our nation's economy, and unless some drastic remedies are taken here and now, I am sure that sooner than later it will die an unsung and unwept death, which will be a great calamity for the nation indeed. This is not a

Cassandra type of prognostication of mine alone. I hope the hon. Minister of State listens to what an eminent body like the National Council of Applied Economic Research had to say about the Indian Railways. The National Council of Applied Economic Research had this to say about the Indian Railways:

"The railways have to be administered a shock treatment and only a strong and imaginative political leadership can do it. According to the National Council of Applied Economic Research, the whole organisation has to be shaken out of its habits and recalled to a more lively sense of responsibility as an integral part of India's economy. Being the largest organisation, the railways have over the years become a kind of a world within a world developing a distinct way of life and tending to behave as if India exists for the railways."

This is not my view but the view of an eminent expert body like the NCAER. Therefore, whatever may be the optimistic ebullient outbursts of the Minister, this is the condition of Indian Railways and no amount of formalistic replies to these debates is going to dispel the misgivings that the Indian Railways today is a fraud being perpetrated on the nation.

The Minister in his budget speech has struck a note of optimism and has said, "It appears that the Railways are seeing the end of the tunnel". But whether it is the end or the beginning of the tunnel is anybody's guess. If one looks at some selected indicators, one's apprehension is strengthened that the railways have been derailed in the midst of a dark, unending tunnel. I hope the minister will try to reply to these points and dispel our misgiving. If we look at the performance of the railways from the angle of some selected economic indicators, we find that its financial reserves, its revenue is dwindling year by year. In 1972-73

the net revenue before dividend was Rs. 164.43 crores. In 1973-74, it dwindled to Rs. 55.41 crores. In 1972-73 there was a surplus of Rs. 2.92 crores. In 1973-74, the surplus dwindled to minus 115.51 crores. The 1975-76 budget projects a further deterioration in the revenue position of the railways.

The operating standard has deteriorated. It is clearly mentioned in this book *Indian Railways, Report and Accounts 1973-74* that the operating standards have deteriorated during the year due mainly to staff unrest affecting timely running of the trains except for MG EMU trains. The staff unrest is a mere alibi for the mismanagement that is prevailing in the Indian Railways, to which the previous speaker has already referred. The compensation for goods lost or damaged is on the increase. In 1960-61, the compensation was Rs. 3.93 crores. In 1965-66 it increased to Rs. 5.87 crores. In 1971-72 it further increased to Rs. 12.68 crores. In 1973-74 it increased to Rs. 13.62 crores. I do not know what is the figure for 1974-75.

SHRI M. RAM GOPAL REDDY (Nizamabad): Is there any increase in turnover?

SHRI SURENDRA MOHANTY: It has decreased. While the turnover is decreasing, while the transaction is declining, while the revenue-earning traffic is dwindling, the loss due to pilferage is increasing. Therefore, my charge is that unless the Railway Board or the Railway Ministry is in connivance with the pilferers, this kind of losses due to pilferage could not have gone on increasing.

Look at the train accidents. In 1960-61, 70 passengers were killed and 778 were injured; in 1972-73, 126 persons were killed and 491 persons were injured; in 1973-74, 241 persons were killed and 875 were injured. This is the performance of the Indian railways, if you look at it from the

[Shri Surendra Mohanty]

revenue-earning side, or from the passenger safety side. I feel that the Railway Board requires really a shaking up, a shaking up to its roots. Otherwise, the people have to rise in revolt against the Railway Ministry, or the Railway Board, to see that a new order comes into existence.

1783 passenger trains were cancelled last year, and now a year after the strike 243 trains still remain to be resorted. The Railway Ministry again is in search of an alibi and says that the Bihar and Bengal coalfields do not produce enough coal and, therefore, passenger trains are being cancelled. But I ask the Minister let him reply without looking at the maps—is the railways in a position to lift its own coal? Is it not a fact that the coal meant for the railways is being pilfered by the railway staff themselves? Yet, the Railway Board had the temerity to say that due to lack of coal 1,783 trains were cancelled and 243 trains still remain to be restored.

Look at the other indicators. Look at the maintenance. The percentage of engines in reserves or under maintenance to engines in use was slightly over 40 per cent in 1971-72; it rose to 41 per cent in 1972-73 and 42.7 per cent in April/November 1973. This is the standard of our railway maintenance. At 79.3 per cent, the percentage of electric locomotives available for use in 1973-74 was much lower than the norm of 85 per cent. I challenge the Ministry to disprove these facts and figures. This is the standard of your maintenance.

On broad-gauge the average distance travelled by a day by a wagon and the average weight carried by a wagon was higher in 1960-61 than in 1971-72. I ask the hon. Minister to tell us what has happened to the railways. Why is it that the standard of maintenance, of passenger safety, of the safety of the goods, of its performance dwindling year after year,

whereas we find the Minister and his able Minister of State and the Deputy Minister are in most ebullient health? I do not understand it.

Coming to the budget, my grievance, which I have been repeating since I have come to this Parliament some 15 years ago, is that the railway budget always takes us for a ride, and feeds us with fictitious financial pictures, it always presents us with a surplus budget, which ends in a deficit. In 1973-74 the budget had projected a surplus of Rs. 23.86 crores but in the year the deficit rose to Rs. 99.75 crores. In the revised estimates it further escalated to Rs. 115.95 crores. Do you call this a gudget? In 1974-75, the same pattern is repeated. A deficit of Rs. 52.79 crores is shown while, ultimately, it reaches Rs. 140 crores. I ask again: Do you call it a Budget? In 1975-76, the year is expected to end with a deficit of about Rs. 59 crores. But it does not require a prophet to prophecy that in actuality it will amount to ten times.

Having made these observations, I hope, Sir, you will give me some time to submit the issues affecting my own State. I am grateful to the late Railway Minister, Mr. L. N. Mishra, who had assured in the Railway Budget for 1974-75 for the construction of the Banspani-Jakhapura railway line. That project was approved and would have cost Rs. 39 crores for which a provision had been made. But this year, only Rs. 1 lakh has been shown for Banspani-Jakhapura railway line in the Demands for Railway Grants. Now, from the trend that is now prevailing, I have an apprehension that Banspani-Jakhapura line is never going to be constructed at all.

The main idea of laying this railway line was to transport mineral products from the various mines located in the area for export and for domestic consumption. The Chief Engineer of South-Eastern Railway had inti-

mated that the survey for the proposed line was in progress and that the survey report was likely to be completed in April-May, 1975. As regards the construction of this 176 km. railway line, the Railway Minister informed the State Government in October, 1974 that it had been approved in the Works Programme at a cost of Rs. 39 crores. The allotment for the project in the current financial year was, however, only Rs. 5 lakhs to cover the preliminary arrangements.

Now, it has been further stated that the construction can be taken up after the completion of the final location survey. But the Railway Board has intimated that the construction of the railway line can only be taken up after the State Government agree to bear 50 per cent of the total capital cost of construction. In this context, I would like to submit to the hon. Minister that about Howrah-Amta railway line which had also been similarly promised by the Railway Minister, the Railway Board had stipulated a similar condition that 50 per cent cost would be borne by the West Bengal Government. But I am happy to know that the Government, the Railway Board, has waived that condition. If in a developing State like West Bengal, Howrah-Amta railway line could be constructed without the State Government bearing 50 per cent of the cost, if Samastipur-Muzaffarpur railway line could be constructed without the Bihar Government bearing 50 per cent of the cost, how can you expect a perpetually deficit State, an under-developed State like Orissa to contribute 50 per cent of the total cost of the Banspani-Jakhapura railway line? Therefore, I would venture to submit, once again, that the Railway Board will be as charitable, if not more, as it has been in the case of Bihar and West Bengal and waive the stipulation that they have imposed.

Similarly, there is the Kotabalsakirandal railway line. Goods transport is given preference over this

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railway line. The Railway Minister has informed the Governor of Orissa that although the line capacity of this section was committed to movement of iron ore only for export, he had directed the South-Eastern Railway to conduct a survey of optimising the capacity of this line and also to consider the cost-cum-feasibility of running heavier movement. But no further reply has been received from the Railway Minister in spite of reminders issued to him by the Minister of Transport from time to time.

Since I have already transgressed on your kindness, I do not want to lengthen my speech. But I want to end with only one thing. Hon Minister, Shri Qureshi, had written to me last year that the Railway Service Commission for the State of Orissa would very soon be located in Bhubaneswar. As yet, the Railway Service Commission is not in sight. Was he taking me and the people of Orissa for a ride?

The Minister of State in the Ministry of Railways (SHRI MOHD. SHAFI QURESHI):

I wrote to you, and I stand by it.

SHRI SURENDRA MOHANTY: You stand by it, but we are sitting down waiting when the Service Commission would materialise.

The Utkal Express is one of the worst insults and injuries that the Railway Ministry has inflicted on the people of Orissa. You know, Orissa has a direct connection with the capital City through the Utkal Express. Would you believe if I say that it takes 60 hours to reach Delhi from Bhubaneswar? Therefore, I would request the Railway Ministry to see that the operation of the Utkal Express is streamlined, that its running time is shortened and that the people of Orissa are not given such raw deals as the Minister is accustomed to inflict on Orissa.

SHRI ROBIN KAKOTI (Dibrugarh): Sir, I join with other hon. members in our congratulations to the Railway Minister for placing a surplus budget for 1975-76. Some hon. members have expressed that, if the D.A. arrears and increased wages were added, then the Budget would have become a deficit budget of more than Rs. 100 crores. But the Budget placed is a surplus one at present and that too, it is to our satisfaction.

Again, we express our thanks to the Minister, for, for the first time in many years the passenger fares have not been increased. Some hon. members who spoke previously were very critical about the proposed increase in the railway freight on foodgrains. This increase, though the hon. Minister has said that it is very marginal, would ultimately affect the poor section of consumers and cultivators. It will only give an opportunity to the businessmen to earn more profit and pave the way for more corruption. Therefore, it should be dropped.

I express, on behalf of the people of Assam and the whole north-eastern region, our sincere gratitude to our Prime Minister and thanks to the Railway Minister for their efforts; after long years of continuous demand of the people as well as the government of Assam, the Central Government has, at last, taken up the proposal to extend the broad-gauge line from New Bongaigaon to Gauhati. We hope that, after the completion of this portion, Government would surely extend this broad gauge line upto Dibrugarh to fulfil the demand of the people of the north-eastern region.

Sir, I would like to point out that the funds allotted in this year's budget is not very heartening. We had requested the Railway Minister to allot more funds so that some tangible progress might be made in this financial year. But, Sir, if there is any decision on the part of the Railway authorities to provide broad gauge line by merely dismantling the existing metre gauge line between New Bongaigaon and

Gauhati, we oppose this decision. If there is any such plan, it should be dropped.

The whole north-eastern region is poorly served by railways in spite of its strategic importance and backwardness in comparison with other States of India. Transport bottleneck has kept this whole region most backward both economically and industrially. The cost of living in this region is the highest in India due to this factor alone and due to this fact even the Railways have to give its 90,000 employees a special Assam allowance.

The two States of Meghalaya and Manipur as also the Union Territories of Arunachal and Mizoram are yet untouched by railways. Nagaland has, fortunately a rail head at Dimapur, a relic of the British days. Similarly, Agartala is yet to be reached by rail service.

I would like to draw the attention of the Minister to the fact that no provision has been provided in the budget for the proposed railway lines of (1) Gauhati-Barunihat, (2) Pancharatna-Darangagiri, (3) Lalabazar to Chairang and (4) Rangpara to Bhalukpung.

Then, there is a long-felt demand of the people of Upper Assam for extension of the Simlughuri-Moran line upto Dibrugarh for a distance of only 18 miles and Farakating-Jorhat line upto Sibsagar, a distance of thirty miles.

Again, Sir in the Dibrugarh district, there is a demand to extend the Tinsukia-Danguri line upto Dhola, a distance of 6 miles and the Tinsukia-Ledo line upto Jagan border of Arunachal Pradesh. No provision has been made either for extension or for development of these four most important branch lines in the Budget. There are many handy excuses, one kind or the other, very often trotted

out by the railway Ministry to deprive this region of railway extension or development. We hear from time to time that the Railway Ministry intends to discontinue some of these branch lines as they are incurring losses, instead of taking any corrective steps for their improvement. These lines were built by the British Company not for loss but for profit. They used them to carry tea, coal, oil, plywood, timber, etc. from Assam and foodgrains and other goods needed for these industries from other States to Assam. If these lines are incurring losses, it is due to lack of proper management, inefficiency, malpractices and corruption on the part of the management. Therefore, the fault lies with the railway management and not with the lines.

There was a strong demand from the public for the development of the Dibrugarh railway workshop and the railway hospital which are deteriorating more and more year after year.

Sir I also want to draw the attention of the Railway Minister regarding the two long felt demands of the people of this Region, one a bridge over Gogighupa—a rail line from Pancharatn to Gauhati and re-alignment of the south bank rail from Charparmukh to Dibrugarh. I would request the Railway Minister to consider the cases of these two lines, which are most important for the development of this Region.

There are certain other matters which are important from the point of view of development of railway services in this Region. The Railway Ministry should pay special attention to these matters. They should consolidate the track into a permanent way. They should remove all speed restrictions if any. They should increase the speed mileage and operational efficiency. There is also a demand to extend the Tinsukia express to Dibrugarh and to make it a daily service.

Sir, I would like to say a few words about the working of the NEF Railway, in my part of the State.

MR. DEPUTY SPEAKER: That should be the last point.

SHRI ROBIN KAKOTI: As regards the speed of trains, it is the lowest in the country. Even the Assam Mail takes 19 to 20 hours to reach Dibrugarh from Gauhati, not to speak of other trains. Branch-line trains always move like tram cars with unpunctuality. Large number of first class and second class bogies are quite old, partially-damaged and unhygienic. Over-crowding, ticket-less travel, incidents of corruption, malpractices, pilferage of goods from trains and railways godowns, racket in the reservation of first class berths and in the reservation of sleeping and sitting accommodation in second class, are some of the common disgusting facts. Barauni Junction is the nerve centre of ticket racketing and now New Bongaigon is becoming the Mugal Sarai

MR. DEPUTY SPEAKER: Put away your papers and just speak up a few words. You have come with a written speech and you must go through the whole of it. This is the difficulty with written speeches.

SHRI ROBIN KAKOTI: Sir, I would like to conclude my talk by stressing one more very common complaint very often heard from very important sections of the people such as the tea planters, plywood factory owners, jute and timber merchants and dealers of other goods of Assam. These people from very important sections of Railway users.

MR. DEPUTY-SPEAKER: Please conclude

SHRI ROBIN KAKOTI: There are delays in settling their claims, unnecessary and lengthy correspondence and delay in allotment of wagons, delay in delivery of goods and corrupt practices.

MR. DEPUTY-SPEAKER: How many pages more? Come to the last page and the last para.

SHRI ROBIN KAKOTI: With these words, I conclude my speech.

SHRI ARJUN SETHI (Bhadrak): Mr. Deputy-Speaker, Sir, I had an impression that my friend, Mr. Mohanty, who is not here just now, after his change over from Utkal Congress to Pragati and then to BLD, must have got over his despair and pessimism. But, I find that he is still in the same state of affairs. I very much pity him.

Sir, at the outset, I would like to offer my hearty congratulations to Shri Kamalapati Tripathi and Shri Buta Singh on their assumption of the offices of the Minister of Railways and the Deputy Minister respectively. My congratulations are also due to for Shri Mohd. Shafi Qureshi on his well-deserved promotion.

In the revised estimates for the current year, the hon. Minister of Railways has put the goods earning at Rs. 899.80 crores and passenger earning at Rs. 405.85 crores.

The gross traffic receipt has been placed at Rs. 1401.15 crores. The net shortfall has been placed at Rs. 143.98 crores which includes the throw-forward dividend liability of Rs. 15.79 crores pertaining to 1973-74.

The hon. Minister has stated in the budget that the main factors responsible for shortfall as revealed in the budget papers of the railway finance and retarding growth of railways are countrywide railway strike in May last and the subsequent shortfalls in passenger and goods traffic. As a result, the budgeted estimate of the deficit of Rs. 52.79 crores has risen to Rs. 143.98 crores to spite of the rise in fares and freights to fetch Rs. 140.80 crores through the supplementary budget in August, 1974.

In the present proposals, for the next year, the hon. Railway Minister has placed a target of .210 million tonnes of originating traffic in 1975-

76. And he claims it to be realistic and within the reach of the Railways. With the visible signs available in the economy due to measure taken by the Government for containing prices and for giving fillip to the industrial and agricultural activity, it can be achieved. The main features of this budget are at least two laudable trends in railway management as revealed by the budget. The first is that following the blow dealt to railway finances and operations by the strike last year, the management seems to have made a special effort to improve both. In this, it has reasonably been successful. But the question is whether this spells an end to drift which in past years had done so much to make the railways such an expensive and inefficient public utility. It is not enough that the railway strike has shake the Railway Board into an immediate recognition of its responsibility to ensure better management. The country has a right to insist on enduring improvement in this regard. There can be no substitute for a constant sense of responsibility on the part of the Railway Board if productivity of the railways is to be permanently protected and prompted.

The other aspect that calls for commendation is that the Railway Board is at least firming itself upto take hard decisions. It is clearly sensible to end the subsidizing of movement of foodgrains or iron and manganese ores. With railway finances so much in the red, a much stronger case will have to be made for the continuance of the concessions than seems possible. A large part of grain movement is and will continue to be under the auspices of private trade. This trade has not shown any conspicuous restraint in seeking profits. There is no reason why it should be spared from paying an economic price for its use of rail transport. Even where grain handled by the public distribution system is concerned, the proper course would be for the subsidy, if there is to be any to be borne on the relevant estimates in the General Budget.

As for iron ore or maganese ore moving into export trade, the world prices of these commodities have moved up and even if it is to be assumed that the world steel industry is about to experience significant recession, there is no proof that the proposed increases in the freight rates on this ore traffic could make any material difference to our country's competitiveness.

Sir, I realise, it is not possible at once to feel the impact of the new Railway Minister on railway administration and on policy. Perhaps, his good nature would make him a little more sensitive to the travails of the travelling public. The third Class in passenger travel has been abolished in name but the condition of travel for the mass of railway passengers remains almost the same. Punctuality and regularity of train services could no doubt be great blessings but it is not less important that human beings should be able to travel like human beings and not be transported like cattle. Overcrowding continues to be a howling outrage on most active routes or popular train services.

With these general remarks I would like to mention some of the demands of my own State. Sir, Paradip port has been connected with the railway network with the opening of the 100 Km. Cuttack-Paradip railways link and has reduced the dependence on road transport for carrying ores from mining areas. The full benefit from the rail link will however be derived only after the railway network in the port area is completed and construction of the 175 Km. Banspani-Jakhapura railway link to connect the mining areas with the east-coast section of the S.E. Railway completed at the earliest. But the Railway Board has intimated, I am told, to the State Government that construction of the Railway line can only be taken up after the State Government of Orissa agrees to bear 50 per cent of the capital cost of construction. Where there is such kind of

rail link in the country it should be immediately constructed so that backward areas of our country are inter-linked with the railway network. The State Government of Orissa had requested the Railway Minister and the late Shri L. N. Mishra assured the State Government that the work will be continued in this financial year but I am sorry to say that only Rs. 1 lakh has been budgeted for this rail link. I once again appeal to the railway Minister to look into these problems.

As regards the creation of a post of Director of Railways at Bhubneshwar for establishing a liaison between the Railway Headquarters at Calcutta and the Government of Orissa, I am told, the Chief Minister of Orissa has already written a number of times so that a Deputy General Manager's post may be created and liaison is maintained between the State Government and the railway headquarters at Calcutta for the smooth movement of raw-materials from the State with minimum difficulty. This matter had been pursued by the then Governor of Orissa, Shri B. D. Jatti. But there is no action on the matter yet, Sir, there are other works which have not yet been taken up. For example, there is Rupsa-Talbandh, Vimalgarh-Talcher railway lines. Survey work has already been completed in regard to these rail links. But, no work has been done. No amount has been provided in the Budget, Sir, considering the problems of the State and the backwardness of the areas, the Railway Administration should consider on priority basis the taking up of work in regard to these railway lines so that development will take place in the backward areas. No industry is coming up in those areas because there are no infra-structures in those areas. The industrialists and entrepreneurs are not willing to establish their units in those areas. Therefore, I would request the Government and I would appeal to them that they should consider these problems on priority basis.

[Shri Arjun Sethi]

Lastly, in regard to the loyal employees, I am very much pained to see that they are being treated on par with the strikers who have done maximum damage to the railway administration. So, I would appeal to the Minister that he should consider their cases sympathetically.

श्री मूल चन्द्र डाग (पाली) : उपाध्यक्ष महोदय, आप खुश हैं कि ट्रेन पर सवार हैं। परन्तु मैं समझता हूँ कि ट्रेन आप पर सवार है। अगर आप देखें तो पायेंगे कि 48 अरब रु० इस में लगा हुआ है और 15 लाख कर्मचारी काम करते हैं। फिर भी जनता में संतोष नहीं है। इनकी रकम लगाने के बाद और इतने आदमी काम करने के बाद अगर जनता में संतोष न हो तो किस बात का द्योतक है। 10 साल के अन्दर खर्च भी दुगुना बढ़ गया है, यानी 1964 से 1974 तक दुगुना खर्चा बढ़ गया है और पूँजी भी 24 अरब की जगह 48 अरब हो गई है और कर्मचारी भी बढ़े हैं, जिन में अधिकारी ज्यादा बढ़े हैं। आज आप को 301 करोड़ रुपये का घाटा है। और आप बताना चाहते हैं कि हम को लाभ है।

"The large deficit in 1973-74 has come on the heel of the losses suffered by the railways almost continuously from 1966-67.

Consequently the railways have not only depleted the reserves aggregating over Rs. 93 crores they had at the end of 1965-66 but also have had to take loans from general revenues to meet their dividend liability and to finance expenditure on development workers. Such temporary borrowings on current account together with interest thereon outstanding at the end of 1973-74 totalled Rs. 208 crores."

तो 3 अरब का घाटा हो गया। यह आप की हालत है। और आप की क्षमता क्या है? 1950-51 के अन्दर जहाँ रोज से पैसेजर्स 24.9 परसेंट चलते थे और 1973-74

में वह संख्या बढ़ कर 48.8 परसेंट हो गई। ट्रेन्स की हालत यह है कि जहाँ 1951 में रेल से 89.8 परसेंट चलते थे घाब 1974 में वह संख्या घट कर 60.5 हो गई है। माल भी बजाय रेलों के रोड से जा रहा है और पैसेजर्स भी घट गये। इन आंकड़ों से पता चलता है कि माल की दुलाई भी कम और यात्री भी कम सफ़र करते हैं। लेकिन इस के बावजूद भी आप का खर्चा बढ़ गया और यह संस्थान घाटे में चल रहा है।

कोई भी टारगेट आप का पूरा नहीं हुआ। चौथी योजना में जो आपने निर्णय लिया था एक भी टारगेट पूरा नहीं हुआ। नई लाइनों के बारे में आप ने कहा था कि 1022 मील अचीव करेंगे। नई लाइन्स का आप ने किया था 1022, लेकिन आप का एचीवमेंट है 790। इसी तरह से इलेक्ट्रिफिकेशन का आप का टारगेट था 1,200 लेकिन एचीव किया है 932। आप किसी भी आंकड़े को देखिये यही हानन है। पैसेन्जर कोच का था 6,450 और अचीवमेंट हुआ 6,099। इस तरह से आप देखें कि जितने भी टारगेट्स आप ने फॉय फाइव इयर प्लान में फिक्स किये थे, एक भी पूरा नहीं हुआ। आप की धनराशि खर्च हुई, पैसा खर्च हुआ और टारगेट कोई पूरा नहीं हुआ।

मैं आप से एक बात और कहना चाहता हूँ और वह यह है कि आप की जो ये बाता-घनुकूलन, फस्ट क्लास और सेकेंड क्लास है, इन सब को हटा कर केवल एक क्लास कर दीजिए। आज कल फस्ट क्लास में लोग कम चढ़ते हैं क्योंकि इस के किराये आप ने बहुत बढ़ा दिये हैं। फस्ट क्लास और एयर कंडिशनड में तो आप के रेलवे के एम्प्लाइज ही ज्यादा चलते हैं। मैं आप को बताऊँ कि ये जो आप के रेलवे के पास होल्डर्स हैं, उन पर एक साल में 59 करोड़ रुपये के करीब खर्च आता है उन के आने जाने पर। पास-होल्डर्स पर आप का 59 करोड़ रुपये खर्च आता है

और यह बात मेरी समझ में नहीं आती है। आप सारी कन्वेंशन कमेटीज की रिपोर्ट को महरबानी कर के देखें, तो आप को पता चलेगा कि इन पर कितना खर्च आता है। मेरा कहना यह है कि जब आप सोशलिज्म को लाना चाहते हैं, तो महरबानी कर के फर्स्ट क्लास, सैंकेंड क्लास और एयर कंडिशनड क्लास, सब को एक कर दीजिए। आप महरबानी कर के यह मत करिये कि कुछ लोग प्रिविलेज्ड क्लास के हैं और आप के रेलवे के पास होल्डर्स उन क्लासेज में फिरे। इस से कोई लाभ नहीं होता है।

मैं एक बात और कहना चाहता हूँ और मैं सच कहता हूँ कि कोई भी इज्जत वाला आदमी सैंकेंड क्लास में यात्रा करना पसन्द ही करता और जयती जनता में मैं खुद गया हूँ और मेरा अनुभव है कि आप के साथे दिल्ली के पैसेन्जर्स रिजर्व्ड कमपार्टमेंट में गुडगाँव और रिवाड़ी तक जाते हैं और किस प्रकार का पैसेन्जर्स के साथ उन का व्यवहार होता है, यह मैं ने देखा है। उन के साथ बदनमीजी होती है और ठीक व्यवहार नहीं होता है रेल में चढ़ने का मतलब यह है कि कोई पहलवान हो या कोई मजबूत हो, वही उस में चढ़ सकता है। थर्ड क्लास में कोई व्यवस्था नहीं है। न पखे की व्यवस्था है और न बिजली की व्यवस्था है।

एक माननीय सदस्य थर्ड क्लास अब नहीं है।

श्री भूल चन्द डागा : माफ कीजिए, अब यह सैंकेंड हो गया है। मैं कहता हूँ कि आप एक ही क्लास रखें।

जयती जनता में जो पैसेन्जर्स चलते हैं वे इतना ज्यादा होते हैं कि पास-होल्डर्स भी रिजर्व्ड कमपार्टमेंट्स में चलते हैं और लोगों को बहुत परेशानी होती है। यह मैं

आप से कह रहा था। आप के आकड़े हैं कि वातानुकूलित के अन्दर 3 परसेन्ट पैसेन्जर्स चलते हैं और फर्स्ट क्लास में 80.56 लाख पैसेन्जर्स चलते हैं और आप के करोड़ों लोग दूसरे दर्जे में चलते हैं और 59 करोड़ रुपये प्रति वर्ष केवल आप के रेलवेज के एम्पलाइज, जो कि पास-होल्डर्स हैं, पर आता है। तो मेरा ख्याल यह है कि जब आप देश में ऊँच-नीच को मिटाना चाहते हैं और छोटे बड़े का भेद मिटाना चाहते हैं, तो सिर्फ एक क्लास ही होनी चाहिए और जब पढ़े-लिखे लोग सैंकेंड क्लास में चढ़ने लगेंगे, तो व्यवस्था अच्छी होगी क्योंकि अगर व्यवस्था ठीक नहीं हुई, तो वे लोग कम्प्लेंट करेंगे।

आप यह देखिये कि आप ने फर्स्ट क्लास कांवेज पर किराया कितना बढ़ा दिया है। इस में बेहतर है कि रोग हवाई जहाज में जाए या अगर अच्छी तरह में जाना है, तो अपनी गाड़ी में जाए। मैं पूछना चाहता हूँ कि आप ने कौन कौन से ऐसे कदम उठाए हैं जिन से रेल में घाटा न हो। आप कह रहे हैं कि रेल घाटे में नहीं जा रही है। मैं कहता हूँ कि वे घाटे में जा रही हैं। आप के यहाँ वारिया होती हैं और इस सम्बन्ध में मैं न सवाल पूछा था और उस के उत्तर में बताया गया कि 1974 से 7 महीना में 3524 चोरिया हुई, 112 डकैतियाँ हुई, 216 लटमार के केस हुए और 45 हत्याएँ हुई और पता कितनी का लगा? जो कैसेज हुए उन में क्रमशः 264, 21, 17 और 6 मामलों का पता लगा। मेरे कहना यह है कि जब आप को चोरी का पता नहीं लगता है तो रेल में खर्चा क्यों बढ़ाते हो।

मैं एक बात नहीं कहना चाहता था लेकिन महरबानी कर के आप इस बात को देखें कि जब टी० ए० पाई साहब रेलवे मिनिस्टर थे, तो उन्होंने दिल्ली से मंगलौर तक जयती जनता चला दी और जब मिश्रा साहब हुए, तो उन्होंने दिल्ली से समस्तीपुर तक गाड़ी चला दी और

[श्री मूल चन्द डांगे]

जब हमारे बिपाठी जी मिनिस्टर हुए, तो उन्होंने विश्वनाथ एक्सप्रेस चला दी लेकिन राजस्थान को यह मिला है कि हम लोग 1971 से आवाज करते रहे हैं कि हमारे यहां के लिए दिल्ली से ग्रहम, आबाद तक छोटी लाइन को बड़ी लाइन में बदल दो, लेकिन अभी तक वह नहीं हुआ है। मैं चार साल से बराबर कर रहा हूँ लेकिन यह कहा जाता रहा कि अगली पंचवर्षीय योजना में लिया जाएगा और जब मैं ने बजट देखा, तो पाया कि इस योजना में भी नहीं है और इस तरह से पांच साल के लिए राजस्थान का पत्ता कट गया है। यहाँ पर श्री बूटा सिंह जी मिनिस्टर हैं, तो आसाम में गाड़ी चल जाएगी और अगर राजस्थान का रेलवे मिनिस्टर बन जाए, तो वहाँ पर भी मिल जाएगी। तो मैं यह कहना चाहता हूँ कि जोधपुर से पानी, माड़वार जंक्शन तक जो गाड़ी चलनी थी, वह गाड़ी आज नहीं चल रही है।

रेल मंत्रालय में उप मंत्री (श्री बूटा सिंह) : राजस्थान को यह गाड़ी देंगे।

श्री मूल चन्द डांगे : इस के लिए धन्यवाद।

मैंने एक प्रश्न किया था कि सोजत रो. पर एक दानी आदमी ने एक प्याऊ बनवाई थी। 15 साल पहले वह दानी थी और वहाँ पर वह पानी की व्यवस्था करता है और कम से कम तीन सौ रुपये महीना उस पर खर्च करता है। राजस्थान के भूतपूर्व चीफ मिनिस्टर ने उस का उद्घाटन किया। आज रेलवे कहती है कि 20 रुपये किराया दो। अगर के रेलवे स्टेशन पर एक प्याऊ चलाने में आप का 500 रुपये का खर्च वह बचा रहा है और वह सेठ अपनी प्याऊ चलाता है और उस जगह पर उस ने अपनी एक बिल्डिंग भी बना ली है और यह वहाँ पर पानी का अपना इन्जाम

करता है। आप उस से किराया ले रहे हैं और उस से 20 रुपये लाइसेंस फी कांशते हैं। इसलिए मेरा कहना यह है कि आप महरबानी कर के इस केस को एंजामिन कराए और जो मैं ने राजस्थान में रेलवे की बात कही है, उस को भी आप पूरा कराए, जिस से पता चले कि आप राजस्थान के लिए भी कुछ कर रहे हैं।

SHRI FRANK ANTHONY (Nominated-Anglo-Indians): I propose to be very brief I remember that for many years I used to be given the privilege of opening the Railway debate because I used to comment on various technical aspects of the railways' operations I do not propose to do that today. I want first to welcome Mr. Tripathi and to say this that in the few days that he has been in the Ministry, he has replied literally to dozens of my letters with regard to individual grievances that had lain unanswered for months together I am sorry Mr. Tripathi is not here. I do not want to sound depressing, but I think he ought to realise that he has taken over a Ministry that has a long and unhappy tradition of indifference, often callous indifference, to the grievances of its staff. One of the main reasons why I am taking part in this debate is because I want to underline the fact that believe the railway administration has broken faith with its loyal staff I say that advisedly. You may remember the very grave strike that overtook the nation last year. I felt that at this critical time it would be compounding the miseries of the nation if the railwaymen joined that strike I have a wide-spread organisation, almost 70 branches. I made an appeal to the Anglo-Indian railwaymen who have the proud tradition of having built the railways not today in the same numbers, and I asked them to hold fast...

SHRI NOORUL HUDA (Cachar):
Dividing the ranks,

SHRI FRANK ANTHONY: There is no question of dividing the ranks.

This is just a glib gibe I made that appeal and they held fast. Not only they held fast but they did so in the face of the greatest of dangers to themselves and their families. They did not do it because they wanted any *quid pro quos* or rewards. The railways did that of their own accord. The Minister gave a number of assurances that those who hold fast and kept the lines of communication open, the life-lines of the nation literally open, would get some consideration. Some of them have received consideration, but even there there has been a certain breach of faith.

I am particularly concerned with the breach of faith with regard to the sons and wards of loyal railwaymen. I have sent Mr. Tripathi about 30 or 40 names. These are all sons and wards of railwaymen who themselves held fast. Many of the youngsters who joined them and were also allowed to help in keeping the trains moving have been got rid of. I feel this is a gross and quite unpardonable breach of faith. I do not say it has happened in all centres. A great deal depends on the sort of senior railway officials on the spot. Some of them have been understanding but the others, I regret to say, have been partisan and blatantly communal—I say that advisedly—and they have deliberately discriminated against the sons and wards of Anglo-Indian railwaymen. I feel this is a matter that requires careful scrutiny because, how can the railway administration expect to evoke any kind of loyalty from its workers when it breaks faith in this way? There are many individual cases. I deal with 5 or 6 individual cases a day on an average *vis-à-vis* the Railway Minister.

I do not want to say anything against the late Shri L. N. Mishra. Because of his preoccupations, he was unable to deal with cases. There are cases pending today where railway-

men have not received their pension and gratuity for years. In one case, I happen to know the family—a very fine family—for five years—this gentleman has not received his gratuity. I wrote 10 letters to Shri L. N. Mishra. I never got the courtesy of a reply and that gentleman has not received his gratuity for 5 years. There was another case where that gentleman got fed up and left the country. He could not get his pension for three or four years. He just left the country. Probably it was a good thing that he left the country, a country which would not pay him his pension after years of loyal service and he was left probably to starve on the streets.

At this time of the strike, the Minister used to phone me. The Chairman used to phone me, not once but several times. The Chairman said, "I will come and see you". I said, "I have made my appeal to the railwaymen and in answer to my appeal, they will hold fast." They did hold fast. They gave a magnificent response to my appeal. This was a sudden interest on the part of the railway administration, including the Chairman. They wanted to come and see me because of this temporary interest. I said "All right, if you are so interested, here are cases I have sent; they have been pending with the Minister for months, some of them for years, will you deal with them?" I got an ultra-strong assurance. I sent cases to the Chairman. He has probably put them in the waste-paper basket or in some coop and that is collecting dust. So, I want to ask this question of the administration. How do you expect the railwaymen to be loyal if only in time of trouble you make all kinds of promises which, shortly after, you break. And then you do not deal with these grievances? That is the tragedy. It is very difficult to convince the railwaymen in times of stress that they should not join a strike because they all have this grievance, and it is a legitimate grievance. I have a long-standing grievance that.

[Shri Frank Anthony]

however genuine it is, nobody takes any interest in grievances; from the Minister downwards nobody is prepared to look into them. How can you justify not paying a man his gratuity or his pension for three or four years? I do not understand this at all. And that is why, God forbid, if you ever have another railway strike. I would find it very difficult to ask any section of railwaymen not to join the strike.

I said it this time, because I thought the national interest required it. But you do not seem to care at all. I gave those people my word and I cannot break faith; you can break faith but I cannot break faith with the people. That is what I want the railway administration to understand.

I was the President of the oldest railway union in this country for many years, and I have always said that it is always good with regard to staff, with regard to railwaymen, to be not only just but too generous, and I think by and large the Railway administration has been generous, so far as striking railwaymen are concerned. I am not going to repeat figures. There are figures and counter-figures. According to the Minister, the break in service has been condoned and a large number of dismissed staff have been taken back. There seems to be some difference on this; while the railwaymen and their union say "no" the Railway Minister says "yes".

There is one matter about which I am a little concerned. I saw this figure and I do not know whether it is correct. It is stated that of the I, III convicted staff all except 55 have been taken back. Now, I am a little concerned about this. I do not say that they should not be taken back. But let me tell the Deputy Railway Minister and I would like to have his attention on this, that I know something of what happened during the strike, particularly the planned vis-

ious violence that they deployed, and it was carefully planned. There was Terence Mayor a member of my community who was brutally stabbed during his duty. He was the station master at Victoria-Terminus. He was brutally stabbed, stabbed several times over. He was given an adequate reward. But what happened in a place like Kharagpur, where there is a substantial number of Anglo-Indian railwaymen, who kept your administration going? There was carefully planned violence, vicious violence. What happened? I will give you some examples of what happened. There were some women among the railway employees. They were stripped, the men were stripped, they were all locked naked in the same room for hours together. Others were beaten mercilessly and hospitalised. One man had his house burnt down. His wife and children escaped, just narrowly escaped. Somebody asked the railway administration; give this gentleman some other accommodation; even though it was his own house that was burnt. But this railway did not bother. Here is a man serving you, his house has burnt down, his wife and children were rescued because some other Anglo-Indians were able to rescue them, he asks 'give me another quarter to live in and you do not do even that. I just do not understand it.

SHRI M. RAM GOPAL REDDY: Did you write a letter to the Minister?

SHRI FRANK ANTHONY: Yes, I keep on writing letters, repeatedly writing letters. As I said, I do not want to say anything about Shri L. N. Mishra, but I must say that since Shri Trathi has been there, I have received about 25 letters in five days. I will say that.

So far as certain features of the operation are concerned, I just want to say a word about the increase in fares and freights. Please don't accept the advice of the Member who spoke before me and start tinkering again

with the classes. There has been a steep decline in your passenger revenues. One of the main reasons is that there has been this savage increase in fares. I have a figure here—I do not know whether it is correct—that you carried in this corresponding period this year, 200 million passengers less than you did a year back. There were some bottle-necks of your own creation, such as, the railway coal.

So far as the goods traffic is concerned, why did you set yourself impossible targets I do not know. I would like to speak about operational efficiency; we have not the time. I have got the target figure here. It is not going to be reachable in 15 years—285 million tonnes of originating goods traffic at the end of the Plan. I think, the peak figure that you achieved was 203 million tonnes in 1965-68 and this year, it will be about 190 million tonnes. Why do you set yourself impossible targets and then have somebody to throw something at you.

Lastly, I come to another matter. It is a delicate matter. I myself have supported reservations for the Scheduled Castes. But, I think, you ought to know this that there is a great deal of dissatisfaction. These people have suffered enough for so many thousands of years. They must be given every facility. I do not mind that. Certainly, give them reservations at the point of recruitment. But you are transmitting it to the point of promotion. That is where there is considerable heart-burning. Not only considerable heart-burning but I know a number of people who have resigned in disgust. Why should efficiency, why should competence, why should character be penalised? They say, "why should people at the point of promotion be pitch-forked over us merely because they belong to one community?" I say this. After all, my people have a tradition of running the Railways. They say, because you are promoting the people, not because

of character or ability or competence but merely because of some community label, there is a great deal of inefficiency in the Railways today. A great deal of inefficiency is due to the fact that promotions are made and guided by these considerations.

SHRI S. A. KADER (Bombay—Central South): Mr. Deputy-Speaker, Sir, while welcoming the Railway Budget, as it is a Budget without any burden on the travelling public and with a little burden on the consuming public by way of a little increase in the freight on rice and other things, I say, on the whole the Budget has been very good. At the same time, the speech of the hon. Minister is very encouraging from the point of view of working of the Railways.

Now, the Railways which is a very old institution in our country, which has got a very beautiful cadre of servicemen, and which runs into thousands of kilometres of railway track and carries millions of passengers and goods traffic is the one organisation which integrates the country completely. From one end to the other, all sorts of areas, all sorts of people, are served by this organisation called the Indian Railways.

The Indian Railways is controlled by this Parliament. This Parliament through its Ministry controls the Railway Board and the Railway Board is controlled by an Act which this Parliament or the Constituent Assembly has not passed. It is controlled by an Act of 1886, the Tramway Act of 1886. The Railway Board is run by the Tramway Act of 1886 and the Railway Act of 1819. It is under these Acts that it has been controlled, guided and administered by this House through the Ministry and through the Railway Board. It is so outdated in this year of 1975. We have not taken into consideration how far the system that was evolved years ago is good for our present working. Today we hear so much criticism against the Railway

[Shri S. A. Kader].

Board. To a great extent, I think, the criticism against the Railway Board is justified. But at the same time we have to consider how far this House has also been responsible for creating social burdens or unremunerative lines by way of political pressure or otherwise. This also has to be seen. Therefore, I am of the opinion that the time has come when this administrative set-up should be looked into *de novo*; we have to find out which is the best way for running this administration. The criteria should be that there should not be overlapping of employment, there should be an accountability, there should be the direct responsibility of the railway administration to this Parliament. There is no direct responsibility now. The Railway Board is different, the Ministry is different. How can there be a direct responsibility in such a situation? This is a matter which our legal pundits and others should look into. The time has come when this old Act of 1886 which is still operating should go away like stock and barrel. A new system should be evolved. That is my own personal view after seeing the present working.

Another thing is utilisation of the railways' rolling stock. Umpteen times I have said in this House that there is overtime given to trains for reaching their destinations. As my hon. friend had pointed out, for one hour the Rajdhani Express was stopped outside because it arrived before time. That is our experience day in and day out. I am glad that the railways are running properly and punctually. But it is not only a question of running of the railway; it is the loco-shed that should be run properly; it is the bogie-shed that should be run properly. All the technical aspects should be looked into. The train starts only with the perfection and harmony of all the mechanical workings. If 70 or 80 or 90 per cent punctuality is there, I think

it is a welcome thing, but at the same time I want to point out that the punctuality should be on the time of running. I have often said that the extra time is given so that if the train is late, it could be made up. I have received a letter from hon. Minister, Shri Qureshi, that a cushion time is given—a cushion time of five or ten minutes. I find that between Bombay and Delhi, one to one and a half hours extra time is given. But we get a reply saying that it is a cushion time of 15 minutes, or so. I do not blame my hon. friends because they have to sign so many letters and one more letter is signed that way. The point is that this holds up our rolling stock, the utilisation of the railway rolling stock; we have to pay more than what we earn.

Now I come to the goods traffic. On another day we went to Jaipur, and there we were told that from Jaipur to Assam people prefer to send their goods by road to sending the goods by rail. And when we enquired the reason for this, we were told that there are two transshipments on the way on account of which pilferage takes place, delay takes place, destruction of goods takes place. Therefore, people prefer to pay more and see that their goods reach safely and in time, that is why, they prefer to send by road. But that is not so in the case of Railways. Day in and day out these things are mounting up and the compensation claims are also going up. There is a very interesting article about the French Railways which I would read for the benefit of the Ministers and the House:

"In 1974 the S.N.C.F. (the French Railways) increased its passenger traffic by 5 per cent and its merchandise traffic by 4 per cent...."

Here, it is decreasing.

"On the top of that, the Railways have begun to win back what they were losing to air traffic and automobiles. Railways use 2 or 4

per cent less energy than road transport and 7 times less than air transport. But its recent gains are also attributable to the S.N.C.F.'s policy of modernisation and technological innovation over the years. The railway transport is now one of the most rapid and most reliable of transports."

That brings in customers. That brings in people's confidence and that brings you revenue. But, here, it is not so....

MR. DEPUTY SPEAKER: Your time is up.

SHRI S. A. KADER: I have to go a long way, Sir. I have not yet started from the station.

MR. DEPUTY SPEAKER: You have already taken ten minutes.

SHRI S. A. KADER: The other thing I would like to mention is that our travelling public have to suffer more within the train than outside in all seasons because of the present metallic roofing. I understand that now some different kind of roofing is contemplated where some sort of a glass fibre will be used. When I had been to Lucknow recently, I asked the people there. They say that it will be quite comfortable. When I went to Perambur, I put the same question. They say that the difference will be only marginal—2 or 3 degrees centigrade. If it is going to be only 2 or 3 degrees, what is the use? Our RDSO which claims to be one of the finest institutions in the country has done some experiments and they just send up their suggestions which are implemented in this way. What is the reason? The reason is that the technical know-how in our railways is far behind.

Then, the Wedgewood Committee has suggested that candidates with Intermediate qualification should be taken and they should be trained in the railway workshops.

That system has still continued. That was because at that time there were not many engineering graduates but the rule still continues. If I am wrong, please correct me. The recruitment should be from those who have secured a degree.

One more point and I have done. We are talking about losses in the railways. To-day there are 127 lines in our railways which are operating at a loss. There is a social obligation and there is always a desire to have more and more lines. I would like to make a suggestion to our Railway Minister that so far as the development of a backward area is concerned, it should be a social obligation of the railways to help the development of the backward area. But how? Not by simply laying the lines. They can assure that if any industry goes into the backward area, the transshipment of its products to and from that area will be taken care of by the railways. How do they do it is a different thing. They can move them by trucks to the nearest railway station and then transport them and when that area develops, at that time, they can think of laying a railway line and see that the railway line becomes profitable.

I have many more things to say but as the time is short, I will reserve them for a later occasion.

श्री राम सहाय पांडे : (राजनंदगांव):

उपाध्यक्ष महोदय, रेलवे बजट पर जब हम एक दृष्टि डालते हैं तो हम को थोड़ी निराशा होती है। रेलवे का साधन-स्रोत इतना सूख चुका है कि अगर इस बजट से आप चाहें कि ज्यादा नई रेलवे लाइन्ज दी जायें और जनता को यात्रा की अधिक सुविधायें दी जायें, तो यह सम्भव नहीं है। रेलवेज का वित्तीय ढांचा प्लानिंग कमिशन की सिफारिशों पर आधारित है। रेलवेज के डवलपमेंट प्लान के लिए प्लानिंग कमिशन

[श्री राम-सहाय पांडे]

जो निर्णय करता है, और जो सिफारिशें करता है, जून्हीं के आधार पर रेलवे मंत्रालय को यह अधिकार होता है कि वह वित्त मंत्रालय का दरवाजा खटखटाये और उस से पैसा उधार ले। यही उस का झोत है।

अगर आप रेलवेज के फिनांशल स्ट्रक्चर को देखें, तो पता चलेगा कि 1400 करोड़ रुपए की ग्रामदनी में 70 प्रतिशत एस्टान्लिशमेंट में और 20 प्रतिशत फ्युअल में जाता है। 10 प्रतिशत बचता है। इस 10 प्रतिशत में रेलवे प्रशासन कहा लाइने दे सकेगा, क्या विकास कर सकेगा, और यातायात की कौन सी सुविधायें दे सकेगा, जबकि खर्च और बढ़ते चले जा रहे हैं।

1975-76 में डवलपमेंट प्लान के लिए 172 करोड़ रुपए रख गए हैं। रेलवे बजट के एक्सप्लेनेटरी मेमोरेण्डम में पेज 24 पर उस की डीटेल्स दी गई हैं। उस में बैंगन, रोलिंग स्टॉक, लोकोमोटिव, बिजली की लाइनें और नई रेल लाइनें शामिल हैं। नई रेलवे लाइनों के लिए 17 करोड़ रुपए का प्रावधान किया गया है, जब कि एक किलोमीटर रेलवे लाइन पर खर्च आता है 15 लाख रुपए। अगर इस का गुणा-भाग लगा कर देखें, तो 17 करोड़ रुपये से कितनी नई रेलवे लाइनों की व्यवस्था हो पायेगी ?

जब हम लौट कर अपने क्षेत्रों में जाते हैं, तब हम पूछते हैं कि आपने हमारे क्षेत्र के लिए क्या किया। जहां तक मध्य प्रदेश

का सम्बन्ध है, वह देश के मध्य में स्थित है और छः प्रदेशों से उस का सम्बन्ध है। अंगरेज बम्बई-कलकत्ता वाया नागपुर, बम्बई-कलकत्ता वाया जबलपुर, दिल्ली-बम्बई वाया रतलाम और दिल्ली-भद्रास वाया भोपाल के ट्रंक रूट्स न हों, तो हम रेलवे से बंचित रहते। अगर इन्टर्नल रेलवे सविस, भ्रान्तरिक रेल व्यवस्था, नहीं है, अगर एक जिले के दूसरे जिले तक पहुंचने की व्यवस्था नहीं है, तो रेलवे लाइन का होना क्या मानी रखता है? अगर यहां से भद्रास जाना है, तो भोपाल हो कर जाना पड़ेगा। अगर बम्बई से कलकत्ता जाना है, तो नागपुर हो कर जाना होगा। बीच में राजनदगाँव, दुर्ग, रायपुर, बिलासपुर और रायगढ़ आदि हैं। मैं इन रेल-सुविधाओं को मध्य प्रदेश की रेल-सुविधाओं की श्रेणी में नहीं लेता हूँ। कलकत्ता, बम्बई आदि नगरों को मिलाने के लिए ये सुविधायें देनी ही पड़ती हैं।

जहां मध्य प्रदेश की सीमा शुरू होती है, यानी खालियर से, अगर आप बस्तर तक साइकल पर जायें, तो कम से कम पन्द्रह रोज लगेंगे। मोटर में जाए तो पांच सात रोज लगेंगे। बैलगाड़ी में जाए तो 6 महीने लगेंगे और पैदल जायेंगे तो साल भर लग जायगा। यह अन्धकार और निराशापूर्ण स्थिति है। अब हम को चिन्ता क्या होती है कि हम एक रेलवे लाइन आप से मांगें तो आप हम को क्या आश्वासन देंगे? और आश्वासन देंगे तो रेलवे बोर्ड के सामने प्रस्तावित करेंगे। रेलवे बोर्ड आइडेंटिफिकेशन कर रहे हैं लेकिन उस की भी चोटी पकड़ने

बाका प्लानिंग कमीशन है, फाइनेंस मिनिस्ट्री है। मैं किसी इंडिविडुअल रेलवे बोर्ड के मेम्बर से मिल कर किसी लाइन के बारे में पूछता हूँ तो कभी कभी ऐसा लगता है। वह हम से सहमत है लेकिन जब वह कलेक्टिवली चोट करते हैं तो पता नहीं क्या हो जाता है, वह चोज जगों की तरफ रह जाता है। जितना प्रस्ताव यहां से जाता है चाहे बड़ मंत्री ने आश्वासन दिया हो, चाहे छोटे मंत्री ने दिया हो चाहे मन्त्रालय ने दिया हो, कुंरेसी साहब ने दिया हो या त्रिपाठी साहब ने दिया हो, हम लोगों को तो आश्वासन दे दिया गया कि हां, हां, बहुत अच्छा है, लाइन होनी चाहिए और इसी आधर पर हम जा कर अपने क्षेत्र के लोगों से बोलते हैं, वह जब सुनते हैं कि हमारे लिए रेलवे की बात कही गई और आश्वासन भी थोड़ा बहुत मिल गया तो फिर बाद में वह हमारी चोटी पकड़ते हैं, कहते हैं मालूम पड़ता है आप की कुछ चलती नहीं। हम बोलते हैं कि मंत्री जी की नहीं चलती तो कहते हैं कि कैसी सरकार है कि मंत्री की नहीं चलती। मंत्री जी कहते हैं कि हम ने रेलवे बोर्ड में भेज दिया। बोर्ड वाले बोलते हैं कि यह अनैकनॉमिक है। तो न मंत्री की चलती है न मंत्रालय की चलती है तो किस की चलती है? यह गाड़ी कैसे चलती है? किसी तरह से जोड़ भाग लगाकर रख दिया—14 सौ करोड़ रुपए की आमदनी हुई, उस में से 220 करोड़ डिबिटेंड का प्रावधान कर दिया, 17 करोड़ की रेलवे लाइन का प्रावधान कर दिया, 162 करोड़ का रेलवे का डेवलप-मेंट प्लान भी बना दिया, इसी में घुमा फिरा

कर तेली के बेल की तरह जहां से चले थे वही के वहीं रह जाते हैं। कहा कि अब बड़ा अच्छा वर्ष है। ठीक है बड़ा अच्छा वर्ष है लेकिन कितनी रेलवे लाइन इस साल करोड़ में आप दे सकेंगे। हम सब लोग देश के अनेक प्रांतों से चुन कर आते हैं, हम में से बहुत सारे गांवों में रहने वाले हैं। एक तिहाई हिस्सा देश का रेलगाड़ी कैसे चलती है यह जानता तक नहीं। बच्चे नहीं जानने; बूढ़े, बुढ़ियो ने नहीं देखी रेलगाड़ी कैसी होती है, माताओं और बुजुर्गों ने नहीं देखी। हमारे मध्य प्रदेश में हर तीसरा व्यक्ति हरिजन है या आदिवासी है और वह आदिवासी इलाका बस्तर झाबुआ या और जो दूसरे इस के क्षेत्र हैं, केरल से भी बड़ा बस्तर जिला है, लेकिन रेलवे लाइन वहां नहीं है। . . (श्रवण) . . . आदमी बहुत है। आदमियों की क्या कमी है, भगवान की कृपा है और आप लोगों का आशीर्वाद है, आदमी बहुत है। बस्तर का 12 लाख की आबादी है और हमारे जिले की 12 लाख की आबादी है। केरल से बड़ा है। तो मेरा कहना यह है कि कुछ थोड़ा बहुत तो कीजिए। इन के वित्तीय ढांचे को तो हम ने बताया है कि इन की चोटी कही दूसरी जगह है। इन के पास भी कोई अधिकार नहीं है और कलेक्टिवली भी ये सोचेंगे तो यहां में यही आता है कि पैसा नहीं है, जेब खाली है।

[श्री राम सहाय पांडे]

हम जानते हैं कि पिछला वर्ष बड़ा कठिन वर्ष रहा है। हड़ताल का वर्ष रहा है। अब हम ने मंत्री जी से पूछा तो उन्होंने कहा कि दो हजार कर्मचारी ऐसे हैं जो अभी नौकरी पर नहीं लिये गए हैं जिन का हिस्सा या तोड़फोड़ से संबंध रहा है। बाकी को ले लिया गया है। यह आप ने अच्छा कार्य किया है, तारीफ का काम किया है, इस में रेलवे बोर्ड के स्थान पर, यह एक राजनैतिक निर्णय है, आप ने लिया है, इसलिए आप बघाई के पात्र हैं। दूसरा निर्णय आपन यह लिया है कि जो हमारे 66 परसेंट कर्मचारी हैं जिन्होंने उस समय साथ दिया उन के परिवार वालों को नौकरी में लेंगे और उनका एडवांस इंक्विमेंट आप न दिया उस के लिए भी आप बघाई के पात्र हैं। ... (व्यवधान) ...

अब दो मिनट मध्य प्रदेश के लिए मैं लिए लेता हूँ। मध्य प्रदेश में एक मकमो गुना रेलवे लाइन 15 वर्ष से बन रही है। अभी तक पूरी नहीं हुई। हम चाहते हैं कि इस को पूरा किया जाये।

मलाजखंड एक स्थान है हमारे क्षेत्र के पास है जहां तांबे की खदान मिली है। वहां से एक रेलवे लाइन निकाली जाये, मलाजखंड से सालेवारा जहां तांबे की खदान मिली

है, सालेवारा से गडई, कावघां, छुई खदान और खैरागढ़ होते हुए राजनन्द गांव से मिला दी जाये। इसी तरह से बल्लीराजगांव है जहां रेलवे माइन्स हैं, माइन्स का बहुत बड़ा भण्डार वहां पर है वहां से एक रेलवे लाइन राजनंदगांव तक जोड़ दी जाये। इस तरह से राजनंदगांव छत्तीसगढ़ का एक बड़ा जंक्शन बन जाता है जो कि वन-सम्पत्ति और माइन्स का बहुत बड़ा सेंटर है। मालवीय जी जानते हैं कि अगर हम धायरन और न दें तो उन का भिलाई का कारखाना ठप पड़ जायेगा। लेकिन वहां सुविधा रेलवे की नहीं है। तो इस को आप कीजिए।

दूसरी बात—भूतपूर्व मंत्री माननीय मिश्रा जी ने कहा था कि भोपाल को डिवीजन देंगे। कम से कम वही मान लीजिए। और नहीं तो राजनंदगांव में धोवर ब्रिज के लिए चार साल से हम कह रहे हैं। आप ने मेफटी फंड का एक प्राविजन बना रखा है कि स्टेट गवर्नमेंट की कानकरेंस मिलने पर करेंगे। उन की स्वीकृति मिल गई है। तो यह कर दीजिए। हम कुछ तो ले कर जाये। वरना कुछ भी नहीं करेंगे तो हम क्या ले कर जाये? यह कागज पत्र ले कर जायें तो उस से कुछ फायदा नहीं है। कुछ तो दीजिए जिस से हम लोगों से कह सकें कि हम ने यह मांग की थी और यह मिला है।

श्री अश्विनी प्रसाद (बलियाँ) : उपाध्यक्ष महोदय मैं रेल मंत्रालय द्वारा प्रस्तुत बजट का समर्थन करना हूँ। लेकिन साथ-साथ माल भाड़ा जो बढ़ाया गया है, प्रस्तावित कूरी के हिसाब से उम को देखा जाय तो वह 70 से 90 प्रतिशत तक बढ़ जायगा। अगर इस में कुछ राहत का कोई रास्ता निकाल सकें तो वीकर सेक्शन के लिए बहुत बड़ी राहत होगी। माननीय मंत्री जी की बजट स्पीच से हमारे रेल कर्मचारी जो विरोधी पार्टियों के चक्कर में फस कर कंस्ट्राइक पर चले गए थे और नौकरशाही के चक्कर में फंसकर निराशा की तरफ जा रहे थे, उन के अंदर बड़ा उन्माद आया है और मंत्री जी ने एक अपनी छाप छोड़ी है।

15 57 hrs

[SHRI ISHAQUE SAMBHALI in the Chair]

लेकिन साथ साथ हम यह कहेंगे कि अभी जो रेलवे मंत्रालय द्वारा घोषित नीति है उस ने अनुसार उनके साथ न्याय नहीं हो रहा है। हम ने कितने कर्मचारियों के बारे में लिखा, गेज मित्र है। आप कहते हैं कि नियम के अनुसार 6 हफ्ते के अंदर हम निर्णय देंगे लेकिन छोट छोट नौ नौ महीने हो गए कोई निर्णय नहीं हुआ। भोपाल के जिन कर्मचारियों के बारे में हम ने लिखा था उन का आज तक निर्णय नहीं हुआ। एक हरिजन राममोच राम के दासफर के लिए लिखा था, उस का कुछ नहीं हुआ। कामेश्वर नाथ का आईर हो गया, उस के स्पेयर के लिए आज चार साल से कोशिश कर रहे हैं लेकिन नहीं हो रहा है।

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तो यह हमारी समझ में नहीं आ रहा है। हम रेलवे बोर्ड के शिकायत नहीं करना चाहते। रेलवे बोर्ड की शिकायत से हमारा कोई मतलब नहीं है। लेकिन रेलवे बोर्ड के कामों से अगर हम लोग इस नतीजे पर पहुंचते हैं कि जो हम काम करना चाहते हैं वह काम हो नहीं पा रहा है तो हम क्या करें? लायल वर्कम के जिन लड़कों को उत्साह था कि उन को काम मिल जायगा उन को आज तक नहीं मिला। जो लोग उन के नजदीक थे उन को तो काम मिल गया लेकिन जो हम लोगों के पास के गरीब क्षेत्र के रहने वाले हैं आज तक उन की सूचना नहीं पहुंची है और उन के लिए कुछ नहीं हुआ है। स्वर्गीय रेल मंत्री ने कहा था कि जो लड़के स्टेशन को बचाने में, रेलवे कर्मचारियों को बचाने में साथ दिए हैं चाहे वे रेलवे कर्मचारियों के लड़के हैं या नहीं, उन को भी काम दिया जायगा। लेकिन उन को तो काम देना अलग रहा, लायल रेलवे कर्मचारियों के लड़कों को भी अभी तक काम नहीं मिला है।

एकोनामी के नाम पर आपने 50 करोड़ की बचत की है। लेकिन एकोनामी के नाम पर गरीब हरिजन और वीकर सेक्शन के जो लोग हैं उनको निकाल दिया गया है और उनको हटा करके एकोनामी दिखाई गई है। जहां पर कि एक या दो वेटिंग रूम पर एक बेयरर था उसको चार चार वेटिंग रूम पर कर दिया गया है। पानी पाड़े को हटा दिया गया है। इन छोटे लोगों को हटा कर एकोनामी दिखाई गई है। हम समझते हैं कि इस एकोनामी से देश का बहुत बड़ा नुकसान है। बल्कि 50 करोड़

[श्री. चन्द्रिका प्रसाद]

और इसके लिए लग जाता तो उससे हम लोगों को लाभ होता। हमारे गरीब क्लास फोर के एम्प्लॉई जो होते हैं 6 महीने के अन्दर उनकी सविस्तर कर दी जाती है जिसमें उनके 6 महीने पूरे न होने पाएं क्योंकि तब उन्हें काम देना पड़ेगा। उसमें अधिकतर हरिजन और गरीब लड़के हैं। शेड्यूल्ड कास्ट हरिजन का जो हमारा फेडरेशन है जिसने स्ट्राइक में बहुत जोरदार काम किया, उसकी एक मामूली सी मान्यता की बात है उसको आज तक नहीं माना गया। पोर्टर और वेडर्स एसोसिएशन ने भी आपका बहुत साथ दिया था, वह भी मान्यता की बात कर रहे हैं, उनकी मान्यता की बात को भी आज तक आपने नहीं माना। इसका मतलब यह होता है कि जैसे ड्राइवरो ने स्ट्राइक कर दी तो उनकी बात मान ली, गार्डों ने स्ट्राइक की तो उनकी बात मान ली, लेकिन जो लोग नहीं बोले, जो दबे रहे उनकी बात की कोई मुनवाई नहीं हुई।

आज रेलवे में कोई भी काम योजनाबद्ध नहीं हो रहा है। यदि सब काम योजनाबद्ध होता तो जनता को आज जो परेशानी हो रही है, वह नहीं हुई होती। उल्टा आज यह कहा जा रहा है कि रेलवे को कामशियली जस्टीफाइड किया जाय, यह ठीक है कि आप कामशियली जस्टीफाईड कीजिये, लेकिन जो देश के सोशल-वर्ल्ड हैं, उन्हें कैसे छोड़ा जा सकता है? 1947 में इस प्राजैक्ट पर राष्ट्र के 740 करोड़ रुपये लगे हुए थे, 54 हजार किलोमीटर रेलवे लाइन थी। 1974-75 में इस प्राजैक्ट पर चार हजार करोड़ रुपये लगे हुए हैं, लेकिन

लाइन केवल 60 हजार किलोमीटर है। इस बड़ी हुई हालत लागत के अनुपात में रेलवे लाइन की लम्बाई नहीं बढ़ सकी। इसका मतलब यह है कि हमारा रुपया ऐसे कामों पर नहीं लगा जिसमें रेल की लम्बाई बढ़ती और रेलवे की आमदनी बढ़ती। हनुमन्तीया जी ने अपने भाषण में ठीक ही कहा था कि जहां दोहरी लाइन बिछाई जा रही है, स्टेशनों की बिन्डिंगें बनाई जा रही हैं, अगर ऐसा न करके रेल लाइने बिछाने तो यन्त्र ही उसमें पैसा थोड़ा ज्यादा लगता, लेकिन जगमें बंकवर्ड एरियाओं को बेक्लामेंट होता, हमारे गांवों का विकास होता, जनता को सुविधा मिलती, देश के उद्योग क्षेत्रों में उन्नति होती और साथ साथ रेल की आमदनी बढ़ती। यह सब इसलिए नहीं हुआ कि हमारा योजनाबद्ध तरीके से काम नहीं किया।

दोषी पंचवर्षीय योजना में माल ढोने के लिये 265 मिलियन टन का टारगेट रखा गया था, लेकिन बाद में उसको घटा कर 240 मिलियन टन किया और अब फिर घटा कर 215 मिलियन टन कर दिया गया है। रेल विभाग का कहना है कि डलाई में कमी का कारण यह है कि देश का उत्पादन कम हो गया है, जबकि अफ्रीका के अनुसार देश में औद्योगिक क्षेत्र में उत्पादन 3.3 प्रतिशत बढ़ा है और कृषि के क्षेत्र में 2.2 प्रतिशत बढ़ा है। मैं तो यह समझता हूँ कि रेलवे का जो काम करने का तरीका है, उसमें सुधार की जरूरत है—बिना सुधार किये हुए आप अपनी डलाई की क्षमता को बढ़ा नहीं सकेंगे।

रेलवे कन्वेंशन कमेटी ने चार वर्ष पहले आपको चेतावनी दी थी कि रेलवे का प्रशा

निक खर्चा बढ़ता जा रहा है, जो उस समय 70 प्रतिशत पर था आज बढ़ कर 100 प्रतिशत हो गया है और अब फिर रुपये की मांग की जा रही है। रुपया देने में कोई कठिनाई नहीं है, लेकिन आप इसको कामशायली जस्टीफाई कीजिये

श्री हुकम चन्द कछवाये (मुरैना)
सभापति महोदय, सदन में गणपूर्ति नहीं है।

सभापति महोदय : घण्टी बज रही है...
अब कोरम हो गया है माननीय सदस्य, अपना भाषण जारी रखें।

श्री चंद्रिका प्रसाद : पंडित जी हमारे रेलवे के 15 वे मन्त्री हैं। आज देश आर्थिक संकट से गुजर रहा है। जिसके कारण आप हमारे बैंकवर्क एरियाज में नई रेल लाइनें बिछाने में सफल नहीं हो रहे हैं और हम आर्थिक संकट का कारण हमारा अन-प्लेनलडिंग में काम करना।

चम्पारन विहार का वह पिछड़ा हुआ क्षेत्र है, जहां गांधी जी ने किसानों के लिये लड़ाई लड़ी, गरीबी दूर करने के लिये लड़ाई लड़ी, प्रजातन्त्र की रक्षा के लिये लड़ाई लड़ी। हमारे ललित बाबू ने उस क्षेत्र की उन्नति के लिये बड़ी रेलवे लाइन का निर्माण कराया और जिसका उद्घाटन करते हुए वे शहीद हो गये। मैं चाहता हूं कि रेल भवन के सामने उनकी मूर्ति स्थापित करके उनका स्मारक बनाया जाय।

उन्होंने अपने कार्यकाल में जिन जिन कामों को अपने हाथ में लिया उनको मूर्ति के रूप में उन सब कामों को शीघ्र से शीघ्र पूरा किया जाय।

ललित बाबू ने 22 दिसम्बर को हिमाचल प्रदेश में नांगल-तलवाड़ा लाइन को शुरू करने का उद्घाटन किया और चार सानों में उसको पूरा करने का वचन दिया, मैं चाहता हूँ कि उस कार्य को शीघ्र पूरा किया जाय। उन्होंने जितने कामों को शुरू किया था, उनको शीघ्र से शीघ्र पूरा किया जाना चाहिये, उन कामों को रोकना नहीं चाहिये, चाहे उनमें लिये गये भी कठिनाइयाँ आपके सामने हों।

हमारे श्री भागवत झा आजाद ने रू-बोय आई-गांव जाने वाली गाड़ी का उल्लेख किया था। यह गाड़ी नई दिल्ली से चलती है और तमाम पिछड़े हुए क्षेत्रों से होकर गुजरती है। इस गाड़ी के चलने से लोगों को बहुत राहत मिली है। इस समय यह गाड़ी सप्ताह में दो बार चलती है—हम चाहते हैं कि इस गाड़ी को रोजाना चलाया जाय तथा इसको डीजलाइज किया जाय। आपकी जनता जयन्ती गाड़ी इस समय समस्तीपुर, पटना और डानापुर रोकी जाती है, लेकिन बक्सर में नहीं रुकती है। बक्सर हमारे पूर्वी जिलों का विकास स्थल है, एक ऐतिहासिक और धार्मिक स्थान है, इस गाड़ी को वहां अवश्य रोकना चाहिये इससे उस क्षेत्र के लोगों के लिये भ्राने जाने का रास्ता खुल सकेगा। मैं यह भी चाहता हूँ कि हफ्ते में दो दिन यह गाड़ी बनारस होकर जाय।

[श्री पत्रिका प्रभाव]

ईस्टर्न यू० पी० में एक गाड़ी 37 अप और 38 अप डाउन है जो बक्सर नेट चलती है इस लाइन पर कोई मेल या एक्सप्रेस ट्रेन नहीं है—मैं चाहता हूँ कि इस गाड़ी को समय पर चलाया जाय तथा इसको गौहाटी तक बढ़ाया जाय ।

1 अप तथा 2 डाउन मेल जो गौहाटी से लखनऊ जाती है उसको छपरा बलिया मऊ होकर भटनी से मिलाया जाय ।

छोटी लाइन से बड़े लाइन में बदलने के लिये इस बजट में कोई विशेष व्यवस्था नहीं की गई है । मैं चाहूँगा—यदि आप इस समय छोटी लाइन को बड़ी लाइन में न बदल सकें तो कम से कम इतना कीजिये कि बनारस में छपरा लाइन तथा शाहगंज से छपरा लाइनों को बड़ी लाइन में बदलने के लिये सर्वे के आदेश दे दीजिये, जिससे उनके सर्वे का काम चालू हो सके । बक्सर से बलिया तक भी बड़ी लाइन बिछाई जानी चाहिये । मैं चाहता हूँ कि इस लाइन के सर्वे के आदेश भी दिये जाने चाहिये ताकि ईस्टर्न रेलवे को छोटी लाइन में मिलाया जा सके और उस बैकबर्ड क्षेत्र का डेवलपमेंट हो सके ।

एक बिग ब बात मैं यह कहना चाहता हूँ कि यह समय इम्प्लीमेंटेशन का है । हर रूढ़ि पर भाषण दे जाते हैं जनता के सामने आश्वासन दे जाते हैं, लेकिन जब काम नहीं होता है तो जनता हमको दोषी ठहराती है । इस लिये मैं चाहता हूँ कि सरकार इम्प्लीमेंटेशन पर अधिक ध्यान दे ।

हिन्दी की रेलवे में काफी उपेक्षा हो रही है । माननीय मन्त्री जी स्वयं एक शास्त्री हैं, हिन्दी के बड़े विद्वान् हैं । आपके यहां से एक "रेल पत्रिका" निकलती है, लेकिन अभी तक आपने उसको एक पत्र का दर्जा नहीं दिया है । उसमें अलग में एक मह-सम्पादक मण्डल होना चाहिये । आपके यहां में जो अग्रजों में "इंडियन रेलवे" नाम की पत्रिका निकलती है, उस पर बहुत अधिक खर्च होता है जबकि उसमें केवल 2 प्रतिशत जनता लाभान्वित होती है । रेलवे का सम्बन्ध देश की 98 प्रतिशत जनता से बहुत ज्यादा है, जिनमें अधिकांश हिन्दी बोलने वाले हैं—इसलिये हिन्दी का विशेष ध्यान मिलना चाहिये । श्वीजरल रेल पर जन-सम्पर्क के अधिकारी हिन्दी वाला होना चाहिये ।

आपके मन्त्रालय में यूनिवर्सिटी स्तर पर विद्यार्थियों के लिये गाड़ियों से ध्यान जाने के लिये विशेष आरक्षण की व्यवस्था की है । मैं चाहता हूँ कि यह सुविधा डिप्टी-कालिजा तक बढ़ाई जाये । हमारे क्षेत्र में ध्यान-स्थान पर अनेको डिप्टी कालिजा हैं—उन कालिजा के छात्रों के लिये यह सुविधा उपलब्ध नहीं है, हममें उनके अन्दर बहुत नाराजगी व्याप्त है—मैं चाहता हूँ कि यह सुविधा उन छात्रों को भी मिलनी चाहिये ।

रेलवे की उपनिधियों तथा अन्य कार्यों के बारे में क्षेत्रीय भाषाओं में माहित्य प्रचारित नहीं किया जाता है—जिसमें जनता को रेलों के बारे में पूरी जानकारी नहीं मिल पाती है । मैं चाहता हूँ कि क्षेत्रीय भाषाओं में भी, जैसे भोजपुरी, तामिल, तेलगू, कन्नड, आदि भाषाओं के माध्यम से जनता में वह जानकारी

पुर्तुगाली भाषा ताकि हमारी जनता को रेलों की उपलब्धियों तथा सफलताओं का ज्ञान हो सके। वे यह महसूस करें कि रेल सम्पत्ति राष्ट्र की सम्पत्ति है, जनता की सम्पत्ति है और वे उस की रक्षा करने में सहयोग दे सकें।

वर्कर्स पार्टिसिपेशन की बात का उल्लेख यहाँ पर अनेक सदस्यों ने किया है। रेलवे बोर्ड की तरफ से अनेकों समितियाँ भी बनी हुई हैं, जैसे जोनल रेलवे यूजर्स कमेटी, डिबीजनल रेलवे यूजर्स कमेटी, आदि। हम लोग इन मीटिंग्स में जाते हैं, लेकिन हमने यह देखा है कि जो भी सुझाव हम देते हैं उन पर कार्यवाही नहीं की जाती। हम मन्त्री जी को भी अनेकों चिट्ठियाँ लिखते हैं, लेकिन 99 प्रतिशत चिट्ठियों का जवाब नकारात्मक आता है। मैं इससे रेलवे बोर्ड की शिकायत नहीं कर रहा हूँ—लेकिन हम क्या करें, हमें बाध्य होकर ऐसा कहना पड़ रहा है। हम चाहते हैं कि हम जो भी सुझाव देते हैं, रेलवे बोर्ड उनको इम्प्लीमेंट करे। मैं यह भी चाहता हूँ कि इन कमेटियों के साथ पत्रकारों, कवियों और शायरों को भी जोड़ा जाय, उनको मदद बनाया जाय, ताकि वे अपनी कविताओं के द्वारा, अपने पत्रों के द्वारा जनता में इस राष्ट्रीय सम्पत्ति की रक्षा करने का वातावरण बना सकें।

जहाँ तक इम्प्लीमेंटेशन का सवाल है—भाप रेलवे बोर्ड को रिफॉर्माइज कीजिये। भाप अपने यहाँ हाईली क्वालिफाइड इंजीनियर्स को लें, जिन को मार्केटिंग और रिजनेस एडमिनिस्ट्रेशन का भी अनुभव हो, जिनकी

आयु 30 से 40 वर्षों के बीच में हो। भाप देखेंगे कि विश्व में ऐसे अनेकों नोबल प्राइज पाने वाले इंजीनियर्स हैं जिन की आयु 35-40 वर्ष से ज्यादा नहीं है। अगर ऐसे लोगों को भाप अपने यहाँ लेंगे तो उनके अन्दर काम करने का अधिक उत्साह होगा, वे लोग डिबीजनल या जोनल लेबल पर अच्छा काम कर सकेंगे।

मन्त्री जी ने अपने भाषण में कहा है—“कामिक गवर्नों के विस्तार के अलावा, मैं वरिष्ठ रेल अधिकारियों से आशा करता हूँ कि वे अपने अधीन काम करने वाले कर्मचारियों के साथ सीधा सम्पर्क रखेंगे ताकि औद्योगिक सम्बन्ध अच्छे बने रहें।” वर्कर्स पार्टिसिपेशन को दृष्टि में रखते हुए यह बहुत अच्छा प्रयास है। ट्रेड यूनियन एक्ट धारा 15(सी) के अनुसार भी एम्प्लाइज एम्प्लायर्स से डिस्कशन कर सकते हैं, नैगोसियेशन की जा सकती है। मैं आशा करता हूँ कि माननीय मन्त्री जी उन यूनियनों के प्रतिनिधियों से भी बातचीत करेंगे जो अभी तक रिक्वाइज्ड नहीं हैं ताकि एक अच्छा माहौल, एक अच्छा वातावरण बन सके।

सभापति महोदय . अब मुझे श्री एस० एन० सिन्हा साहब को बुलाना था, लेकिन हमारे डी० एम० के० के भाई श्री कृष्णन् को इसी फ्लाइट से जाना है, अगर मेम्बरज को कोई एक्स्ट्रा न हो तो पहले मैं उन्हें बोलने का मौका देता हूँ। श्री ई० आर० कृष्णन्।

*SHRI E. R. KRISHNAN (Salem): Mr. Chairman, Sir, I am thankful to you for giving me an opportunity to say a few words on the Railway Budget for the year 1975-76.

[Shri E. R. Krishnan]

Sir, it is common knowledge that the Ministries of Railways and Finance are vital instruments of nation's economy. Yet, unfortunately for the country and for the country's economic growth, the Ministers in charge of these two Ministries are frequently changed. I am sure you will agree with me if I say that unless a Minister is allowed to continue for at least a period of five years he will not be able to comprehend the problems and do something constructive to solve them. In this Session we have two new Ministers—Shri Kamalapati Tripathi in charge of the Railways and Shri C. Subramaniam in charge of the Finance—who have presented their Budgets for the year 1975-76

Shri Kamalapati Tripathi assumed the Office of the Railway Minister only a few days before the presentation of the Railway Budget. He just read out the Railway Budget prepared by the officials of the Railway Board. I wonder whether he had any time to understand the myriad problems facing the Railways. Many hon. Members who spoke before me referred to the autocratic approach of the Railway Board to many of the problems faced by the Indian Railways. One hon. Member referred to the unwieldy powers that the Railway Board has appropriated to itself. It is but natural that the Railway Board should be the corpus of all powers and that is because of the frequent changes of the Railway Ministers.

We have many times talked about the unhealthy state of affairs in Railway finances. I have no hesitation in saying that one of the primary reasons for this is again the frequent changes in Railway Ministries. Since 1971, that is from the beginning of the present Lok Sabha, we have seen four Railway Ministers—Shri T. A. Pai, Shri Hanumanthaiah, late Shri L. N. Mishra and now Shri Kamalapati Tripathi. When Shri T. A. Pai became the Railway Minister, he announced both inside and outside this House his plan

for improving the wagon-turn round position. When Shri Hanumanthaiah succeeded him, he started giving attention to the punctuality in the running of trains. When Shri L. N. Mishra became the Railway Minister, he started dabbling in the trade union activities of the Railway workers with a view to attracting as many Railway workers as possible to the side of the ruling Congress Party. I do not know what Shri Kamalapati has up his sleeve. But, in his Budget, I am very happy to say that he has increased neither the passenger fare nor the freight. As his initial action augurs well both for the railway passengers and for the people who send their goods through the Railways, I wish that he is able to do something worthwhile for improving the Railway finances and also for providing greater amenities to the passengers.

Sir, you will surely agree with me when I say that by changing the nomenclature of III Class into II Class the Railway passengers have not been given any amenities. I would like to say that instead of indulging in such cheap gimmicks the Railways should pay greater attention in providing more amenities in proportion to the increase in passenger fares.

The hon. Members of this House, the hon. Ministers and the high Officers of the Railway Board are accustomed to travelling in air-conditioned coaches. If one wants to appreciate the extent of overcrowding in the so-called II Class—the manner in which the people are huddled like cattle—he must travel in the II Class. The population of the country is going up every year by 2 per cent. It is also claimed by the Government that the industrial production has gone up last year by 3 per cent. We are also gloating over the phenomenal increase in our exports. But, on account of coal shortage 1783 trains have been cancelled. You can well imagine the pitiable plight of the poor III Class passengers in the absence of 1783 trains. It is really inexplicable to me that, while the Ministry of Energy

says that there is more than enough coal making it possible for the Government to export coal to the neighbouring countries, the Railways are not in a position to revive the closed trains. I appeal to the hon. Railway Minister in the name of millions of Railway passengers that all the trains which were stopped should be re-started forthwith.

Sir, it is really strange that though more and more money is being spent on the Railway Protection Force, yet the thefts on the Railways are also increasing. In 1968-69 the value of thefts was Rs. 35 lakhs and in 1973-74 the value of thefts had gone up to Rs. 25 crores. Yesterday there was a Calling Attention Notice about the breaking of wagons in Bihar in which goods worth many lakhs of rupees were stolen. Shri Madhu Limaye M.P. suspected the complicity of two Members of this House in this theft. The hon. Members who participated in the debate on this issue categorically referred to the complicity of the Railway Protection Force in the increasing thefts. I demand that a high level inquiry should be instituted to examine this question in all seriousness and suggest concrete steps for eradicating this evil on the Railways.

While speaking on the Railway Budget yesterday Shri Hanumanthaiah, our former Railway Minister, mentioned in unequivocal terms that the sum of Rs. 65 crores allotted by him for the development of Railways in the Southern States had been utilised by his successor Shri L. N. Mishra for the development of Railways in his home State Bihar. In this connection the Kerala Railway users Association has sent a telegram to the Prime Minister also. Is it proper and just that the Southern States should be deprived of what was allotted to them? Shrimati Parvathi Krishnan M.P. also referred to the fact that the interests of Southern States are being neglected. I request the hon. Railway Minister,

Shri Kamalapati Tripathi, to look into this allegation made by a senior Congress Member and do the needful.

In conclusion, I would like to point that the Salem-Bangalore Train has been stopped for the past many months. This line connects two States and if the Government mean what they profess about national integration this line must be made alive immediately, the train must be re-started. The Karur-Dindigul line and the Salem,

Tiruchirappalli line are the long-cherished hopes of the people of this area in Tamil Nadu. I end my speech by requesting the hon. Railway Minister to start the work on these, two lines at the earliest.

श्री गेंडा सिंह (परीना) सभापति जी,
आपने बड़ी कृपा की जो मुझे इस आवश्यक बजट पर बोलने की इजाजत दी। मुझे केवल दो बातों की ओर माननीय मंत्री जी का ध्यान दिलाना है। मैं कुछ नई सुविधा की मांग नहीं कर रहा हूँ। मैं चम्पारन की पीड़ित जनता की जिम्मे को महात्मा गांधी ने 1917 में आकर के रहत दिखाई थी उस की बात कर रहा हूँ। वहाँ की जनता को 1912 में वहाँ की अग्रेज रेलवे कम्पनी ने जो सुविधा प्राप्त की थी पुल बना कर और जो 1924 में टूट गया मैं चाहता हूँ कि 1975 में पीड़ित कमलापति त्रिपाठी के हाथों वह पुल फिर से बना दिया जाय। यह कुछ नई चीज नहीं है। यह पुल 1912 में बना था, बी०एन०ई०एल० रेलवे कम्पनी ने चम्पारन में यह पुल छितीनी-बगहा पर बना दिया था और वह पुल आसाम से लेकर उत्तर की दूर दूर की जगहों को मिलाता था। 1922 में

श्री गेद सिंह]

चौरा चौरी जंसा विद्रोह हुआ। 1917 में महात्मा गांधी ने असहयोग आन्दोलन किया और 1922 में चौरा चौरी कांड हो गया। उसका नतीजा यह हुआ कि उस अंग्रेज रेलवे कम्पनी ने उस पुल को ध्वस्त कर दिया। और 1924 के बाद रेलवे ने कह दिया कि अब यह पुल नहीं बनेगा। यह बात मेरी अफल के बाहर है। 1925 में मना किया गया कि यह पुल नहीं बनेगा। 1973 में श्रीमती इन्दिरा गांधी का ध्यान गया और जब यह बात कही गई, एक तथ्य जब उनके सामने आया, तो उन्होंने जरूर कहा कि इस को बनाया जाएगा। बनाना शुरू हुआ लेकिन श्रीमन्, मुझे कहना सिर्फ यह है कि 16 महीने हो गये हैं उसकी बुनियाद पड़े और उसके लिए सिर्फ कुछ लाख रुपये ही दिये गये हैं और वह कुछ करोड़ रुपये का प्रोजेक्ट है। उसमें करीब 10 करोड़ रुपये खर्च होंगे, लेकिन केवल कुछ लाख रुपये ही दिये गये हैं। चार वर्ष में वह पुल बनने वाला है और 16 महीने बीत गये हैं। श्रीमन्, मुझे केवल इतना ही कहना है कि उसके लिए इस वक्त कम से कम चार करोड़ रुपया निकाला जाए। मैं किसी को दोष नहीं देता, दोष की बात नहीं है। वह 50 वर्ष से जिस तरह से पिछड़ रहा है, उसी तरह से 16 महीने उसको हो गये हैं और कुछ लाख रुपया ही उसके लिए दिया गया है लेकिन इस बात को याद रखा जाए कि चार वर्ष में वह पुल बनने वाला है। अगर आप 4 करोड़ रुपये का बन्दोबस्त नहीं करते हैं, तो पुल बनने का मकल नहीं है। मैं समझता हूँ कि पंडित जी शर्मायेगे इसलिए

कि श्री अनुमन्तेया जी ने कहा कि यह तो उत्तर भारत का मामला है। श्रीमन्, यह उत्तर भारत का मामला नहीं है। इसलिए मैं आपको कहता हूँ और हाउस के सामने यह निवेदन करता हूँ कि यह मामला 1917 का है। अगर चम्पारन और चौरा चौरी के आसू धोना है तो इस को जल्दी बनाना चाहिए। यह समूचे भारत का सम्मान है और उस सम्मान को पूरा किया जाए। मैं समझता हूँ कि इस काम को जल्दी पूरा कर दिया जाए तो अच्छा होगा।

दूसरी एक मामूली भी बात है, जिस को मैं कह देना चाहता हूँ और वह बात यह है कि बम्बई में जब मैं गया था, तो मुझे लोगों ने कहा कि कोआपरेटिव की दुकानों को खाने पीने के लाइसेंस देने के मामले में डिस्केज किया जा रहा है। आपकी नीति यह है कि कोआपरेटिव वालों को आप तरजीह दें। अगर आपकी यह नीति है, तो कृपा कर के आप इस को कीजिए और उनको इसमें तरजीह दें। मैं जानता हूँ कि पश्चिम हिन्दुस्तान में कोआपरेटिव का काम बहुत अच्छा है और कोआपरेटिव वाले लोग अच्छा काम करते हैं। इसलिए और जगहें चाहे आप इन्डिविजुअल लोगों को तरजीह दें लेकिन बम्बई में उस तरफ आप कोआपरेटिव के लोगों को तरजीह दें।

अन्त में मैं फिर यह कहना चाहता हूँ कि बहन पार्वती कृष्णन् ने जो कहा, उस को मैं ने गौर में सुना। मुकजी साहब ने कुछ निराशावादी बातें कही थी लेकिन उस के बाद बहन पार्वती कृष्णन् उठ खड़ी हुई

और उसके बाद उन्होंने जो आशीर्वाद पंडित जी को दिया, मैं समझता हूँ कि श्रीमती पार्वती वृष्ण ने जो आशीर्वाद दिया, वह काम करेगा। उन्होंने थोड़ी बात कही है लेकिन बहुत आशीर्वाद उन्होंने दिया। मैं समझता हूँ कि ऐसा युग शुरू होने वाला है जिसमें लोगों को राहत मिले। मैं पंडित जी से कहूँगा कि इसको आप शुरू कीजिए बगहा और छवोनी से और नेपाल की तराई में शिवजी की जगह मानी जाती है और वहाँ से यह शुरू होता है तो यह सारे भारत में फैल जाएगा।

श्रीमन्, मैं आपको धन्यवाद देता हूँ कि आपने मुझ बोलने का मौका दिया। फिर मैं कहना चाहता हूँ कि यह काम आप कर दीजिए। अगर यह काम आपने किया, तो मैं तो क्या आशीर्वाद दूँगा, करोड़ों जनता आपको आशीर्वाद देगी और आपका काम सफल होगा।

SHRI SATYENDRA NARAYAN SINHA (Aurangabad): Mr. Chairman, before I touch upon the other aspects of the budget proposals and the working of the railways, I wish to thank the hon. Minister for having condoned the break in service of the railway employees involved in the strike. Though it is a belated decision yet, it is a good decision, and it will earn for the Minister considerable goodwill. He has also stated in his budget speech that good industrial relations are going to be the cornerstone of his policy. I hope he will see that the employer-employee relations improves during his stewardship.

Yesterday, some hon. members, who preceded me, have complained that, despite the announcement of the Minister, the railway administration has addressed letters to some of the employees confirming their dismissal. I

I am glad the Minister has called for those papers, and I am quite sure that the hon. Minister, with his long record of service, with his reputation for large-heartedness and generosity, would see to it that his announcement is carried out in letter and in spirit; he would not be, as some members seem to feel, checkmated in his work by the Railway Board; his stewardship would be felt by them.

I also thank the hon. Minister for having assured the House that it will be his endeavour to ensure better service to the people. As you may all be knowing, the Railways are not providing the kind of service which is due to the travelling public. The greatest casualty has been punctuality ever since Shri Hanumanthaiya left the Railway Ministry. I do hope that the Railways will improve their working and that better service will be provided to the travelling public as has been assured by the hon. Minister. We all know that the compartments, even in long-distance trains, are not well maintained; sometimes we do not find even water taps in the bath rooms, even in First Class. So, it is our hope that better service will be provided. I extend my thanks to the hon. Minister for having given this assurance.

Coming to the budget proposals, I am afraid I do not find myself in a position to share his optimism with regard to the estimates that he has placed before the House. He has shown a surplus of Rs. 23 crores which, on the face of it, is reassuring, but if you look at the past performance of the railways, that does not convey the assurance that whatever has been proposed by the Railway Minister are based on a sound basis and are likely to be achieved. Let me take the case of passenger traffic. Mr. Chairman, you are aware that it has been falling since 1973-74; in 1973-74 the Railways were able to carry 150 million passengers less than what they did a year before. In 1974-75 the fall in passenger traffic was of the order of 220 millions. Now, it has been suggested that this fall in passen-

[Shri Satyendra Narayan Sinha]

ger traffic is due to the railway strike and cancellation of trains. Had it been so, we would not have seen this fall in passenger traffic in 1973-74 when there was no strike. I am inclined to believe that this fall in passenger traffic is due to the steep increase in fares without any compensatory benefit and I believe that the law of diminishing returns has started operating.

Now, in the budget, an increase of Rs. 70 crores has been taken into account by way of earnings from passenger traffic. As I have already told you, the passenger traffic, in my opinion, is likely to go down due to recession in the economy and high fares.

Similarly, with regard to the goods traffic, the Minister has assumed an increase of almost Rs. 200 crores. This is mainly based on the hope of 18 million tonnes increase in revenue-earning originating traffic. But what does the trend show? It appears more likely that the larger traffic will be diverted to road transport instead of railways even if there is an increase in the industrial activity.

Similarly, the working expenses have gone up. It has been stated that there would be an increase of Rs. 270 crores but this again is not the full picture because there is no provision for the DA instalments which will fall due as a result of which there will be an escalation in the working expenses.

With regard to cost of repairs, a smaller provision has been made in order to show a surplus, but our experience is that the actuals always exceed the provision under this head.

So far as the general financial position is concerned, since 1965-66, there has always been a deficit except in the year 1971-72 and 1972-73 when a national surplus was shown and that was because the Railway Convention Committee had agreed to a reduction in the railways liability to pay to the General Revenues. This continuous deficit

it of 7 years has not only wiped out completely the entire reserves of Rs. 93 crores but the railways have gone into debt to the tune of Rs. 300 crores.

You will appreciate that the hike in fares and freights as also Rs. 35.5 crores due to rationalisation of freight rates on foodgrains and iron ore, the Railways will be earning Rs. 412 crores. Still the Railways are not likely to generate surplus resources for their maintenance. It is a commercial undertaking and I would beg of the Minister to apply his mind to this aspect so that the Railways stand on their wheels and that should be able to generate resources for their own maintenance and should not continue to draw upon General Revenues for their upkeep and maintenance. We do not discover anything which can convey an assurance to us that the railway finances will improve. Successive years of deficits have shown that it is not so much the strike or indiscipline which is at the root of this deterioration in the finances and the working, but it is consistent mismanagement and inadequacies which should be clear from the following points.

For instance, Mr. Chairman, I shall submit before you the achievements in the Fourth Plan. Fourth Plan physical achievements fell far short of the targets whereas financial outlays rose considerably over the target—outlays rose from Rs. 1275 crores to Rs. 1420 crores, though capacity was reduced from 260 million tonnes to 240 million tonnes for originating traffic.

With regard to the addition to route kilometers, it was only 790 as against 1022 while track renewal was 5885 k.ms. as against 8544 k.ms. Regarding number of electric locomotives, you will find that their number was 206 as against 300. The number of wagons acquired was 57,608 as against 68,776.

Since 1965-66, there has been a fall in the efficiency of the Railways as indicated by several indices as follows:—

1. *Locomotive utilisation*: Engine per engine day on line—it was 142 in broad gauge in 1965-66 but it rose to only 150 in 1973-74. This rise was less than what was achieved during the previous five years preceding 1965-66. With the increase in the number of diesel engines and other improvements, the average load of goods trains should have grown much faster than what was recorded i.e. the net load rose from 725 to 745 tonnes on broad gauge per goods train. In the previous five years, it had risen by 75 tonnes. It has recorded only a marginal increase. The average speed of goods trains in the last twentyfour years has risen only by 1 km per hour on the broad gauge—i.e. 17.6 to 18.3—why then should people use the Railways for transporting their goods? Why should we expect that the users will not use the road transport? I found from a cement producer—that due to pilferage in the trains, the consignee has to insure for a higher amount with the result that the cost of production goes up. Therefore, they are reluctant to use the rail transport any more. And even yesterday, you must have seen that the Railway Minister, while answering to a calling attention notice, said that the pilferages amounted to about Rs. 20 crores a year. This is a big sum. I would submit that Railway Minister should pay his attention to this aspect of the matter.

Another factor I would like to bring to your notice is this. Take the case of number of locomotives utilised for moving one million tonne of coal. It has gone up. This also shows that there is lack of efficiency in operation. In 1960-61, it was 20; in 1965-66 it was 20 but, now, it has risen to 22. It is quite clear that you are requiring more wagons and more locomotives for moving the same amount of goods than what we used to do before. With regard to wagon utilisation, we find that more

wagons were used to move one million tonne per day in 1973-74 than in 1965-66. That is why your working expenses are going up. You must look to this. Why you are requiring more engines or more wagons or more locomotives for moving the same amount of goods? All these lead us to one conclusion namely that in the railways there is something basically wrong with the Administration. The Railway Convention Committee, after having examined the representatives of Steel Ministry, Finance Ministry and the Railway Ministry came to the same conclusion that the performance of the railway has not been satisfactory. Even the Administrative Reforms Commission also came to the same conclusion that the efficiency of the Railway Administration has been going down. There is need for paying attention to this aspect of the matter. Therefore, when the Railway Minister told us that this year was going to be a year of progress and stabilisation I must say that it sounded hollow to us. In view of all the figures that I have placed before the House, whatever the exercise the Minister has indulged in appears to be one in delusion unless he applies his mind to these aspects and sees to it that the utilisation of wagons and locomotives is improved.

Lastly, it is a request from my Gujarat friends which I want to submit before the Railway Minister. This concerns an important railway line. It has been suggested that the railways may take up construction of one Broad Gauge Railway link namely Bhavnagar—Tarapore broad gauge railway line. This is the only broad gauge line which could join the western most part of India to the rest of India on broad gauge railway structure. The State Government has given top priority and has assured railways to make good the deficit if it occurs and State Government has also assured cost free land for the construction of this line. I would beg of the Railway Minister to consider construction of this railway line.

श्री नवल किशोर सिंह (मुजफ्फरपुर) : माननीय सभापति महोदय, मैं इस बजट को सदन में उपस्थित करने के लिये माननीय मंत्री जी को धन्यवाद देना चाहता हूँ और मेरे कारण बहुत स्पष्ट हैं। रेलवे की जो सम्पत्ति है वह सारे देश में बिखरी हुई है और बहुत असुरक्षित अवस्था में रहती है। कहीं भी कोई नागरिक उपद्रव होता है तो उसका भार-वहन सबसे पहले रेलवे को करना पड़ता है। पिछले साल जो देशव्यापी हड़ताल हुई, देशद्रोह का एक बहुत बड़ा काम हुआ वह रेलवे के लिये बड़ा दुर्दिन था। मैं समझता था कि काफी दिनों तक उस हड़ताल की क्षति और उस हड़ताल के द्वारा उपस्थित परिस्थितियों का मुकाबला रेलवे कर नहीं सकेगी। लेकिन माननीय मंत्री जी के बजट भाषण से यह मालूम होता है कि उम भयानक हड़ताल के बावजूद रेलवे ने हड़ताल खत्म होते ही यह योजना बनाई कि वह 197 मिलियन टन, जिसमें 173 मिलियन टन राजस्व प्राप्त करने वाला माल और करीब 23 मिलियन टन डिपार्टमेंटल, माल का भार वहन कर सकेगी। इस योजना में से रेलवे ने 192 मिलियन टन पूरा कर दिया जो पिछले साल से 10 परसेंट ज्यादा है और पिछले साल से 7 मिलियन टन ज्यादा है। यह सब उम हड़ताल के बावजूद हुआ जिसने रेलवे की कमर तोड़ दी थी और जिस हड़ताल के बाद हमें लगता था कि काफ़ी दिन तक रेलवे संभल नहीं सकेगी।

मैं इस उपलब्धि के लिये रेल के पदाधिकारियों और कर्मचारियों को बधाई देना चाहता हूँ। अभी इन्होंने योजना बनाई है कि वे आगे आने वाले वर्ष में 210 मिलियन टन की दुलाई कर सकेंगे। मुझे विश्वास है कि जिस जोश और उत्साह से ये काम कर रहे हैं, इससे अपने लक्ष्यों को वह जरूर हासिल करेंगे।

मुझे इस बात की भी खुशी है कि रेल मंत्री ने अपने भाषण में देश के पिछड़े क्षेत्रों में रेल की लाइनों का विस्तार करने और छोटी लाइन को बड़ी लाइन में परिणत करने की जो एक भारत सरकार की नीति है, उसको पुनः दोहराया है। उसके लिये मैं उन्हें बधाई देना चाहता हूँ। इस सम्बन्ध में मैं व्यक्तिगत रूप से श्री हनुमंतैयाजी का कृतज्ञ हूँ, जिन्होंने 1971 में इसी सदन में उत्तर भारत की एक बहुत बड़ी कंवरजन की योजना—बाराबंकी समस्तीपुर—की स्वीकृति दी थी, घोषणा की थी और काम शुरू कराया था। जैसा सदन को मालूम है उसका काम योजना के अनुसार चला और उसी के उद्घाटन में हमारे देश के पिछले रेल मंत्री शहीद हुए। उस साल जो रेल मंत्री श्री हनुमंतैया का भाषण हुआ था, उसके बाद उत्तर भारत में कुछ लोगों ने इस बात को लेकर असंतोष हुआ था कि वहाँ रेलवे की कंवरजन की कुछ कम योजनाएं ली गई हैं। लेकिन हनुमंतैया जी ने उदारतापूर्वक उत्तर भारत की योजनाओं को भी स्वीकार किया था। मुझे उम्में कोई शक नहीं है। ऐसा ठीक ही था क्योंकि उत्तर भारत इस देश में सबसे ज्यादा जन-संकुल भाग है। डैन्सिटी आफ़ पापुलेशन सबसे ज्यादा उत्तर भारत में है और इसके साथ साथ जो पिछड़े हिस्से हैं देश के वे भी उत्तर भारत में ज्यादा हैं। मैं चाहता हूँ कि दक्षिण भारत में भी जो पिछड़े हिस्से हैं; उनकी तरफ़ की ओर उन्नति हो। यदि कोई ऐसा प्रश्न आयेगा जिसमें चुनना पड़ेगा कि उत्तर भारत में हो या दक्षिण भारत में हो तो उत्तर भारतीय होने के नाते दक्षिण भारत के पक्ष में अपना मत दूंगा। यों सारे देश की आवश्यकता एक है और इस सम्बन्ध में देश के किसी भू-भाग का नाम लेकर प्रश्न को उठाना उचित नहीं है;

मैं माननीय रेल मंत्री जी से कहना चाहता हूँ और उनके द्वारा भारत सरकार से कहना चाहता हूँ कि जो पिछड़े क्षेत्रों में रेल के विस्तार का प्रश्न है, इसका पूरा बोझ

रेल मंत्रालय पर नहीं होना चाहिये। यह एक बड़ा सोशल वर्क है, जिसको वहम करने का जिम्मा भ्रकेले रेल मंत्रालय को देना उचित नहीं है। हमारे सामान्य राजस्व पर जनरल रैवेन्यू पर इसका बोझ होना चाहिए। जिस तरह से मेना भोजन के लिये जो लाइने बनती है, उनका बर्दन जनरल रैवेन्यू कबूल करता है—वह मिलेटरी स्ट्रुटेजी है तो यह इकनामिक स्ट्रुटेजी है क्योंकि इसके जरिये हम अपने देश की आर्थिक संपन्नता बढ़ाना चाहते हैं—ठीक उसी तरह से इसका बोझ भी सामान्य राजस्व पर, जनरल रैवेन्यू पर होना चाहिये। यह जिम्मा किसी कमशियल अडरटेकिंग पर देना, मेरे ख्याल में उचित नहीं है—न तो व्यापारिक दृष्टि से उचित है और न यह संभव है। यह जिम्मा रेलवे मंत्रालय को देकर हम यह उ मीद करते हैं कि हम उसमें मुनाफा कमायें और वह मुनाफा करे और उसके साथ साथ हम ऐसी लाइने बनाने की राय उनका देने जायें जिससे आमदनी नहीं है तो मेरे ख्याल में यह बहुत उचित बात नहीं है।

जहां तक इन पिछड़े क्षेत्रों का मवाल है समस्तीपुर-बागबकी लाइन का जो काम हो रहा है मेरा यह सुझाव है कि उस काम को तो कम-से-कम भूतपूर्व रेल मंत्री की स्मृति में शीघ्र पूरा करना चाहिये और उसके लिये जो समय की अवधि बनी है उस अवधि को अपने मामले रखना चाहिये।

उसी तरह से जो हमारे भूतपूर्व रेल मंत्री शहीद हुए उन्होंने हिमाचल प्रदेश में नगल तलवाड़ा रेल मार्ग के निर्माण कार्य का उद्घाटन किया था। 27 सालों में वहां कोई रेल लाइन नहीं बनी है। यह एक बड़े निर्माण कार्य का उद्घाटन हुआ था। मैं यह अनुरोध करता हूँ कि इस लाइन का भी काम शुरू करना चाहिये। हिमाचल प्रदेश सरकार ने इस लाइन के लिये जमीन दी है ?

मेरी दृष्टि में रेलवे को इस बात की कोशिश जरूर करनी चाहिए कि उस का पब्लिक इमेज इम्प्रूव करे, और सामान्य लोगों की सेवायें जितनी बहतर होगी, रेलवे का पब्लिक इमेज उतना ही सुन्दर होगा। हड़ताल को ले कर रेलवे के सामने बठिनाई थी, लेकिन आज वह कठिनाई नहीं है। रेलवे को चाहिए कि वह ऐसी सब योजनाओं को कार्यान्वित करे, जिन से लोगों की नजर में उस की इज्जत और कद्र बढ़े, उस के प्रति सद्भाव बढ़े और लोगो को रेलवे की अधिक से अधिक सुविधा मिल सके।

इस सम्बन्ध में एक मैं बात का जिक्र किये बिना नहीं रह सकता हूँ। मुजफ्फरपुर-सोनपुर लाइन के उस हिस्से का वनवर्शन हो रहा है, जो बाराबकी की पक्ति में है। वहां छोटी लाइन की एक डिवीजन लाइन बनी थी। उस डाइवर्शन में दो गांवों में ग्राम सधोल और ग्राम कचन में पुल बनाये गये। वे पुल इनने छोटे थे कि वे पानी का पूरा बहाव नहीं ले सकते थे। जब वे पानी का बहाव नहीं ले सकते थे तो वह पानी फँस गया और उस ने बहुत से गांवों में बहुत नुकसान कर दिया। लोग बहुत परेशान हुए। उस के बाद उन लोगों ने जो कुछ विरोध प्रकट किया, उस में कुछ अगडा-फसाद हो गया। चूँकि उन की हजारों हजार की सम्पत्ति स्वाहा हो गई थी, इस लिए उन का गुस्सा स्वाभाविक था। आज उन लोगों पर रेलवे की ओर से मुकदमे चलाये जा रहे हैं। यह काम ऐसा है, जिस से रेलवे का पब्लिक इमेज बिगड़ता है। मैं वहां जा कर देखता आया हूँ कि वहां कितनी बर्बादी हुई थी, क्योंकि जान-बूझकर छोटे पुल बनाये गये थे। रेलवे वालों ने कहा है कि गलती हो गई लेकिन फिर भी उन लोगों की क्षति पूरित करने के बजाय उन पर मुकदमे चलाये जा रहे हैं। ये मुकदमे वापस लिये जाने चाहिये।

मुजफ्फरपुर में एक धार्थर बटलर कम्पनी है, जहां रेलवे के बैगन बनते हैं—बटलर

[श्री नवल किशोर मिश्र]

दिनों से बनते आ रहे हैं। बीच में मालिकों में आपस में झगड़ा हो जाने से वह फैक्टरी बन्द हो गई। इधर सरकार ने उस को ले कर चलाना शुरू किया है, और सरकार के काफी पैसे उस में लग गये हैं। लेकिन एक छोटी सी ज़िज को ले कर उस फैक्टरी का काम आज भी करीब-करीब बन्द है। रेलवे 197 के दाम पर उस से बैगन मांगता है। सभापति महोदय, आप स्वयं सोच सकते हैं कि आज 1975 में 1971 के दाम पर कोई बैगन कैसे दे सकता है।

मैंने सुना है कि दूसरे कारखानेदारों को नये दामों पर बैगन देने की सुविधा दी गई है। लेकिन इस फैक्टरी से पुराने दामों पर ही बैगन मांगे जा रहे हैं। नतीजा यह है कि इण्डस्ट्रियल डवलपमेंट कॉर्पोरेशन का रुपया और रेलवे के, और सरकार के अन्य कर्मचारी वहां बेकार बैठे हुए हैं। काम वहां कुछ नहीं हो रहा है, और वह एक हास्यास्पद विषय बन गया है। मैं समझता हूं कि हैवी इंडस्ट्रीज मिनिस्ट्रीज इस मामले के सम्बन्ध में रेलवे मिनिस्ट्री से बात कर रही है। मुझे आशा है कि रेलवे मिनिस्ट्री इस बारे में कोई ऐसी व्यवस्था करेगी कि वह कारखाना चालू हो सके।

श्री रणबहादुर सिंह (सिंधी) : सभापति महोदय, मध्य प्रदेश के उत्तर पूर्वी भाग के कुछ इलाकों की रेल सम्बन्धी कठिनाई मैंने कई बार इस सदन में प्रस्तुत की है। परन्तु चूंकि इस वर्ष बजट हमारे नये मन्त्री महोदय ने प्रस्तुत किया है, इस लिये मेरे विचार में उन कठिनाइयों का फिर से यहां पर व्योरा देना आवश्यक है।

कुछ अर्सा हुआ, जबकि सिंगरौली क्षेत्र में कोयले की खान निकली थी। चूंकि उस कोयले को पश्चिम भारत में पहुंचाया जाता है, इसलिए वहां न्यू कटनी-मोरवा लाइन बनी हुई है। इस लाइन के बनने के तीन वर्ष

बाद तक उस पर कोई भी आवागमन नहीं हुआ। परन्तु जब सारे राष्ट्र में कोयले की कमी हुई, और उस की मांग बढ़ी, तो पिछले साल से इस लाइन पर कोयले की कुछ गाड़ियां चढ़ने लग गई। जिस क्षेत्र में यह लाइन गुजरती है, वह पूरा क्षेत्र जंगली है, और उस में यातायात की कोई दूसरी सुविधा कतई नहीं है। यहां तक कि अगर किसी व्यक्ति को उस लाइन के समानांतर दस मील की भी दूरी तय करनी पड़ती है, तो बरसात में उस को कम से कम दस नालों को तैर कर पार करना पड़ता है, तब वह एक जगह से दूसरी जगह जा सकता है।

ऐसी परिस्थितियों में वहां के सभी लोग यह आशा करते हैं कि चूंकि वहां पर कोयले की ट्रेनें चलती हैं, इस लिए यदि उन्हीं ट्रेनों में एक डिब्बा थर्ड क्लास का जोड़ दिया जाये, तो उन को बहुत बड़ी सुविधा मिल सकती है। मेरा निवेदन है कि रेलवे मन्त्रालय इस मामले के बारे में शीघ्र ही विचार कर के उन लोगों को कुछ सुविधा देने की कृपा करें।

इस लाइन पर गोंदवाली नाम का एक छोटा सा गांव है। यह लाइन उस गांव के बीच में से गुजरती है। गांव की सारी जमीन लाइन के उस पार पड़ती है। चूंकि वहां लेवल क्रॉसिंग की सुविधा नहीं है, इसलिए गांव वालों को उस लाइन को पार करते में बड़ी कठिनाई का सामना करना पड़ता है। उन लोगों का निवेदन है कि अगर इस में कठिनाई न हो, तो वहां पर एक लेवल क्रॉसिंग प्रदान किया जाये।

इसी गांव के पास बरिगमा नाम का एक छोटा सा कस्बा है। उस कस्बे की खासियत यह है कि सिंधी जिले में जो एकमात्र सड़क जाती है पश्चिम से पूर्व को, वह इसी बरिगमा कस्बे के पास इस लाइन को क्रॉस करती है। वह कस्बा इस लिए एक बहुत ही महत्वपूर्ण स्थान होता जा रहा है कि लोग सोचते हैं कि जब कभी भी इस न्यू कटनी-मोरवा

लाइन पर पैसेंजर ट्रफिक चलेगा, तो चूँकि यह रेल और रोड का जंक्शन होगा, इसलिये यहां पर माल भेजने की सुविधा मिलना आवश्यक है। मैं उन लोगों को यह मांग रेल मन्त्रालय के सामने रखना चाहता हूँ कि जब कभी भी यात्रा करने की सुविधा इस लाइन पर दी जाये, तब माल बुक करने की सुविधा बरिगमा स्टेशन पर देने की कृपा की जाये।

सरगूजा जिले में चिरमिरी मनींद्रगढ़ नाम का एक इलाका है, जहां से काफी मात्रा में जंगल का माल बाहर भेजा जाता है। वहां पर मध्य प्रदेश सरकार के द्वारा काफी बड़े पैमाने पर जंगल का काम होता है। पिछले साल से वहां के लोगों को एक बड़ी भारी कठिनाई महसूस होने लगी है कि वहां पर ग्राम तोर ने जो जंगली उपर रेलो ले जाया करती थी, उस को कतई बन्द कर दिया गया। हमारी समझ में नहीं आता कि जो सुविधा अभी तक उपलब्ध थी, उस की एकाएक बन्द कर देने से रेलवे को कौन सी बचत होगी, अथवा क्या फायदा होगा। मेरा निवेदन है कि वहां के लोगों की जंगल का माल बाहर भेजने की जो सुविधा अभी तक उपलब्ध थी, वह पुनः उन्हें दी जाये।

रीवा का जो क्षेत्र है, जिसे विन्ध्य प्रदेश कहा जाता है, उस में कोई भी रेल सुविधा उपलब्ध नहीं है। जब श्री हनुमन्तैया एक बार उस इलाके में गये थे, तो उन्होंने आश्वासन दिया था कि रीवा को सतना-रीवा-व्योवहारी लाइन द्वारा जोड़ा जायेगा। मैं यह भी निवेदन कर दूँ कि जिस लाइन के सम्बन्ध में श्री हनुमन्तैया ने आश्वासन दिया था, उसी लाइन पर वाण-सागर बांध बनने की योजना करीब करीब बन ही चुकी है। उस की स्वीकृति बाकी है। वह 200 करोड़ रुपये की योजना होगी। वह योजना बिना रेलवे लाइन के सम्भव नहीं होगी। हमारे लोगों के निवेदन पर इस रेलवे लाइन के सर्वेक्षण के लिए अदेश दिये गये थे। लेकिन अभी तक हम इस सर्वेक्षण का निष्कर्ष नहीं जान पाये हैं।

हम लोग बहुत उत्सुक हैं कि चूँकि बाणसागर को मंजूरी होने ही वाली है और चूँकि इस क्षेत्र में सिवाय इस के दूसरी रोड इत्यादि की सुविधा नहीं है, अतः कृपा कर के इस सतना-रीवा-व्योवहारी लाइन के बारे में शीघ्र विचार किया जाय और उस की सुविधा दी जाय।

17 hrs.

[SHRI VASANT SATHE in the Chair].

अन्त में मैं यह कहूँगा कि पिछला साल भारतीय रेल के लिए एक महत्वपूर्ण साल था। गुन्नार मिर्डल ने जब अपनी एशियन ड्रामा की किताब में भारतवर्ष का जिक्र किया था तो उन्होंने कहा था कि भारत एक साफ्ट स्टेट है। मैं समझता हूँ कि भारतीय रेल के जो पिछले साल के वाक्यात हैं उस में गुन्नार मिर्डल का जो यह वर्गीकरण भारत के बारे में था उस में से निकलने का पहला कदम भारतीय रेल ने उठाया था, उस के लिए मैं उन्हें वधाई देता हूँ।

17.01 hrs.

MOTION RE: CONTEMPT OF THE HOUSE

MR. CHAIRMAN: Honourable Members, I have to inform the House that today, at about 12.02 p.m., three visitors calling themselves Pema Wangyal, son of Shri Karma Tsering Chophel son of Shri Chokhondup and Ven N. C. Gyatso, son of late Shri Wangyal, shouted slogans from the Visitor's Gallery, threw some cyclostyled copies of pamphlets which fell in the Gallery and when intercepted by and Ward staff on duty. They were some kicks and blows to the Watch and Ward staff on duty. They were immediately removed from the Gallery and taken into custody by the Watch and Ward Officer. This is a serious matter. I bring it to the notice of the House for such action as the House may deem fit

SHRI S. M. BANERJEE (Kanpur): Sir, even you could hardly pronounce their names. May we know who they are and which State they belong to?

MR. CHAIRMAN: I am told that they seem to be Tibetan refugees.

THE MINISTER OF WORKS AND HOUSING AND PARLIAMENTARY AFFAIRS (SHRI K. RAGHURAMIAH): I beg to move:

"This House resolves that the persons calling themselves Pema Wangyal son of Shri Karma, Tsering Chopel son of Shri Chokdhondup and Ven N. C. Gyatso son of Late Shri Wangyal who shouted from the Visitors Gallery, attempted to throw some leaflets from there on the floor of the House and assaulted the Watch and Ward staff on duty in the Visitors' Gallery at 12.02 hours today and whom the Watch and Ward Officer took into custody immediately, have committed a grave offence and are guilty of the contempt of this House.

This House further resolves that without prejudice to any other action to which they may be liable under the law, the said Pema Wangyal, Tsering Chopel and Ven N C Gyatso be sentenced to rigorous imprisonment till 6 P.M. on Wednesday, the 19th March, 1975 for the aforesaid contempt of the House, and sent to Central Jail, Tihar, New Delhi."

SHRI S. M. BANERJEE: You have said that they seem to be Tibetan refugees. After all, they must be demanding something. Our country has given political asylum to the Dalai Lama. That is why many Tibetan refugees are here. So I would like to know what were the contents of that circular. We want to be sure about it.

MR. CHAIRMAN: May I say one thing? The pamphlets have been taken into custody. The hon. Members can see the pamphlets and

read them. I do not think it will serve any purpose by my reading out the pamphlets here. Let me make it clear here that we are not on the particular point of their grievance, or what is contained in the pamphlet. We are only on the point of misdeemeanous, which amounts to contempt of the House. That is all. That is why we are taking action; there is nothing more to it.

SHRI B. V. NAIK (Kanara): Most of us were under the misapprehension that the disturbance that took place had something to do with the Boat Club. Now it transpires that it is something else. I think it would be interesting to hear Shri Kushok Bakula on this. Because I have in my constituency about 2,000 to 3,000 Tibetans. They are supposed to be very peaceful people. They create no trouble. Therefore, it would be in the fitness of things that the country knows about their grievances.

SHRI K. RAGHU RAMAIAH: I would appeal to the House not to debate this matter. Because, if some member says something, there would be a debate. If you ask a member to say something, another member will reply to it. It would not be proper. The point I want to emphasize is this. Whatever be the grievance, whatever be the nature of the pamphlet, the very fact that they attempted to throw the pamphlet is a grave contempt, and we should be concerned with it. We are not concerned with the contents of the pamphlet. I humbly submit that no discussion should be allowed.

MR. CHAIRMAN: Let us not convert this into a debate. The moment I allow one member to speak, others will start speaking, and the whole purpose of the resolution will get diluted, will get lost. We are only on the point of contempt.

SHRI S. M. BANERJEE: When the House takes a decision on this question, this House converts itself into a House of Judges and you are the Chief Justice.

MR. CHAIRMAN: We are only on the point of the contempt. I am trying to confine it within the limits.

SHRI S. M. BANERJEE: As far as condemnation of the act is concerned, we all condemn it. But, so far as giving punishment is concerned, we should know the degree of the crime. For instance, what is contained in the pamphlet? A man throwing a pamphlet will not be given the same punishment as a man throwing, say, a bomb. I think we will have to listen to Shri Bakula. He is one of the most respected persons. Let us hear him.

MR. CHAIRMAN: I find that the passes were recommended by Shri Kushok Bagula and Shri Paokai Hao-kip. Therefore, I will allow Shri Bakula to say a few words. But that would be all. Let us get to the business before the House.

श्री कुशोक बाकुला (लद्दाख) : सभा-पति जी, ये लड़के स्टूडेंट्स थे। इन को मैं अच्छी तरह से जानता हूँ। ये वाराणसी में पढ़ते हैं। कोई खराब लड़के नहीं हैं। इन्होंने जानबुझकर ऐसा नहीं किया। इन का दिमाग जरा ऐसा होता है। यह इन से गलती से हुआ। इन को माफ किया जाय।

एक माननीय सदस्य : इन्होंने कहा क्या ?

श्री कुशोक बाकुला : तिब्बत को आजाद किया जाय, यह कहा होगा मैंने सुना नहीं।

SHRI K. RAGHU RAMAIAH: With great respect to Shri Bakula, I am sure he will agree that contempt of this nature cannot be condoned.

After all, this kind of a thing must be stopped. Of late, this kind of offence is on the increase and it must be stopped. The punishment that we have proposed, I must say, is not very heavy. It is rigorous imprisonment only upto 6 P.M. on Wednesday which, I think, is not much. It is

reasonable. I hope, the House will accept it.

MR. CHAIRMAN: Now, I put it to vote....

SHRI S. M. BANERJEE: I move an amendment.

My amendment is that in view of the explanation given by my hon. friend, Shri Kushok Bakula, who has owned the responsibility, who got the passes issued to these three young-men and who say that he knows them, that they are good boys, that something agitated them and they did something, they may be let off with a warning. If they want Tibet, let them not get Tibet but at least let them not get into jail. Tibet is theirs. That is a settled fact. My humble submission to you is: Can't we possibly condone it? Let us admonish them; let us warn them. You know the security measures that are taken. They are searched completely. After 2 O' Clock or 3 O' Clock, nobody is there in the Gallery except the security men, either in uniform or in plain clothes. Our speeches are mainly heard by the security men.

SHRI NARSINGH NARAIN PANDEY (Gorakhpur): I oppose the amendment moved by Shri S. M. Banerjee.

MR CHAIRMAN: There is no amendment. He has only made a suggestion.

SHRI NARSINGH NARAIN PANDEY: In the morning, if you had seen the Visitors Gallery, they were just trying to jump inside the Lok Sabha and were trying to throw some pamphlets. I do not know what they meant. That is a grave offence that they have committed. It is a contempt of the House. The hon. Minister of Parliamentary Affairs has moved a motion. It is only in the fitness of things that it should be accepted by the House without any amendment.

MR. CHAIRMAN: We have heard the suggestion made by Shri S. M. Banerjee. It is for the House to decide.

SHRI S. M. BANERJEE: I move an amendment.

I beg to move:

"That instead of the punishment suggested by the Minister of Parliamentary Affairs to these three young boys, they should be given a chance to improve themselves, to believe in parliamentary democracy and they should be warned not to do it in future."

MR. CHAIRMAN: I first put the amendment moved by Shri S. M. Banerjee to the vote of the House.

The amendment was put and negatived.

MR. CHAIRMAN: Now, I put the motion moved by the Minister of Parliamentary Affairs to the vote of the House.

The question is:

"This House resolves that the persons calling themselves Pema Wangyal son of Shri Karma, Tsering Chophel son of Shri Chokdhondup and Ven N. C. Gyatso son of Late Shri Wangyal who shouted from the Visitors' Gallery, attempted to throw some leaflets from there on the floor of the House and assaulted the Watch and Ward staff on duty in the Visitors' Gallery at 12.02 hours today and when the Watch and Ward Officer took into custody immediately, have committed a grave offence and are guilty of the contempt of this House.

This House further resolves that without prejudice to any other action to which they may be liable under the law, the said Pema Wangyal, Tsering Chophel and Ven N.C. Gyatso be sentenced to rigorous imprisonment till 6 P.M. on Wednesday, the 19th March, 1975 for the aforesaid contempt of the House,

and sent to Central Jail, Tihar, New Delhi."

The motion was adopted.

17.14 hrs.

RAILWAY BUDGET 1975-76—GENERAL DISCUSSION—Contd.

MR. CHAIRMAN: We continue our discussion on the Railway Budget. Shri Shankerrao Savant.

SHRI SHANKERRAO SAVANT (Kolaba): Mr. Chairman, Sir, it is with mixed feeling of satisfaction and despair that I support the Railway Budget.

The Railway Budget is like the proverbial curate's egg, good in parts, keeping the passenger fares untouched and doing away with the break in service of the employees who were mostly victims of coercion by the militant trade unions are some of the good features of the Budget. But I am pained to note that the projects in the south continue to be neglected as before.

Shri K. Hanumanthaiya, ex-Minister of Railways, pointed out yesterday that as many as Rs. 6.5 crores meant for south were diverted to Bihar by late Shri L. N. Mishra. If this charge is true, it is certainly a very serious charge and must be looked into. In this tendency to continue even today during this year? The fear is legitimate because both the Railway Ministry and the Railway Board are dominated by persons from the North. Very few projects in the South are taken up, and those that are taken up are also not completed. I would like to point out that, in reply to a question put by Mr. Parashar as to which are the projects in the backward areas—unstarred Question No. 1175 answered on 25th February 1975—, they have given 13 projects and out of these 13 projects, there is only one from the South, i.e., Nadi-kude-Bibinagar in Andhra Pradesh;

the rest are from the North. I am surprised to find that as many as two or three projects are from Howrah area. Is Howrah a backward area? Many of these projects are from areas which are certainly not backward. On the contrary, there is one project from a hilly, backward area in Himachal Pradesh, Nangal-Talwara, the inaugural ceremony of which has been completed, but it is not included in the list of projects from backward areas. Of course, our project, Konkan railway, is from a backward area, but it is also not there. Projects from non-backward areas are included, but projects from backward areas are dropped in this list. That is the reason why I say that we should be cautious while dealing with these projects and making expectations from the Railway Board.

The main project in the South is the West Coast Railway. For over 60 years, the people of the coastal region are demanding this rail link. Loud and firm promises are being given for this rail link since independence, but the performance is awfully poor.

It was on 7th January, 1973 that our respected Prime Minister declared that the work on Konkan Railway would be taken up as a drought-relief work. In reply to my Starred Question No. 105 on 27-3-1973, the Railway Minister gave an assurance that the earth-work on the line was being taken up and that the major items of work would be taken up in due course. But nothing absolutely has been done so far. The earth-work had been taken up by the State Government. The railway administration has not done anything let alone the major items of work....

THE MINISTER OF RAILWAYS (SHRI KAMLAPATI TRIPATHI):
After three months, the State Government stopped it.

SHRI SHANKERRAO SAVANT:
As soon as the drought relief was suspended, naturally they had to stop it.

On 5th April, 1973 an urgency certificate for this work on the section between Apta and Dasgaon was also given. The cost of this section is only Rs. 13.92 crores or about Rs. 14 crores. I can understand that the whole project of 900 kms. cannot be taken up, but this project of only 108 kms. can easily be taken when it will cost only Rs. 14 crores and also when the location survey has been completed. But still no beginning has been made. It is not even included in the list of projects from backward areas as can be seen from the reply given to Mr. Parashar's Unstarred Question No. 1175 dated 25th February, 1975. Although everything is completed, this project is not included even in the list of works to be taken this year. On page 8 of the Demands, final location survey and earthwork, that item is there, but there is no provision of even a single pie this year. Location survey is already completed. It means that they are not going to do even earthwork. They had promised that major works would be taken up. Is this the way in which governments promises are to be kept?

While replying to Unstarred Question No. 3131 on 13-3-1973, the Railway Minister had assured the House that the entire West Coast Railway from Apta to Mangalore would be completed in eight years. The total length of this rail line is 909 kms, while the Anta-Dasgaon section is only 108 kms., i.e., less than one eighth part of the whole line. This means that, if the promise was really meant to be kept up, the Apta-Dasgaon section ought to have been completed in 1973-74. But, as it is, there is no provision for this work even in 1975-76. Is this the way Government should act? Should there be absolutely no connection between promise and performance? How long will this carrot of Konkan Railway be dangled before our eyes?

The railway administration's pet theory is that there are no funds.

[Shri Shanker Rao Savant].

May I point out how they are spending on grandiose schemes enormous money without any connection between the expenditure and gain to the public utility? Why not put off the underground railways in the metropolitan areas like Calcutta, Bombay, Delhi and Madras? You will then be able to give more trains for suburban passengers in these areas and also new lines in backward areas and thus serve the people.

Secondly, why are we running air-conditioned coaches which are a dead loss to the railways? I have been warning for the last two years that these air-conditioned coaches should be done away with. Even if you increase the fare for air-conditioned travel, you will not get the return. That is exactly what is happening. Now, who travels by air-conditioned coaches? Not the ordinary people. Only Ministers and high government officials and their fare is ultimately paid by the government. Then, as the air travel is cheaper than the fare by air-conditioned class, they naturally go by air. If only you stop the air-conditioned class and convert them into I class and II class coaches, people will thereby get more accommodation and you will also be saving crores of rupees.

Then, Sir, I am not able to understand why the Apta-Mangalore section of the West Coast Railway should not be taken up. If the entire line cannot be taken up immediately, at least Apta-Dasgaon section for which the locational survey has been completed and also a part of the railway earthwork has been completed, should be taken up immediately. We should at least take up this work immediately and complete it. If you are to keep the promise of completing the entire railway line within 8 years, then, during this year let us complete at one stage but at least this section. Only in that case we will have satisfaction.

MR. CHAIRMAN: When did they say 'eight years'? Eight years means eight years from the date of starting.

SHRI SHANKERRAO SAVANT: On 13th March, 1973 in reply to unstarred question No. 3131 they said that it will be completed in 8 years.

MR. CHAIRMAN: You are saying that 8 years should be counted from 1973?

SHRI SHANKERRAO SAVANT: Naturally. Otherwise, what is the meaning of the promise? As a matter of fact, this section 108 km should have been completed by now as the locational survey has long been completed. Absolutely there is no sign when it will come up. The work is held up. I can understand that you cannot complete the entire 909 km line at one stage but at least this section should be taken up this year and I am sure our new Railway Minister, if he takes it into his head, will complete it.

सभापति महोदय : सब लोग अगर सात सात मिनट बोलें तो अच्छा रहेगा क्यों कि बोलने वालों की काफी लम्बी लिस्ट है। मन्त्री महोदय का कहना है कि एक घंटा समय और बढ़ा दिया जाय।

श्री नागेश्वर प्रसाद यादव (सीतामढ़ी) : सभापति जी, यदि 8, 9 बजे तक बैठना हो तो हम लोग बैठेंगे। लेकिन समय 20, 20 मिनट मिलना चाहिये।

SHRI P. VENKATASUBBAIAH (Nandyal): Those who have not participated so far in any discussion should get a chance. It is for you to decide. But if you say that the Members should confine their speeches only to 5 or 7 minutes, we will not be able to say anything, and this discussion will only be superficial. We

are waiting for a chance. I have not participated in any discussion.

MR. CHAIRMAN: We will extend the time. You will all get your opportunity. All I am saying is that Members should not be repetitive.

SHRI K. RAMAKRISHNA REDDY (Nalgonda): Sir, permission may be given to the Members who have not got any chance in the debate.

MR. CHAIRMAN: If your name is here, you are bound to get a chance. I am calling everyone. Why are you worried? Have some patience. You are from the Congress side. There are forty names of which only nine have spoken uptill now. You can go on merrily.

SHRI BISHWANATH ROY (Deoria): Sir, the number of Congress Members in this House is 371. Of course those who take part in this debate should have a better chance and more time so that this might be in proportion to the number of Members in the House and the Members of the Opposition.

MR. CHAIRMAN: I am completely in your hands. You can decide whatever time you want.

THE MINISTER OF WORKS AND HOUSING AND PARLIAMENTARY AFFAIRS (SHRI K. RAGHU RAMAIAH): One suggestion that I am making for the information of the House is this—I seek the cooperation of all of you in this regard—that let us sit till seven so that all the members who are here at least get a chance to speak.

श्री राम हेडार्क (रामटेक) : उप-सभापति जी, जब कोई नया बजट आता है तो जनता यह महसूस करने लगती है कि अब और महंगाई बढ़ेगी। किन्तु इस वक्त

जो रेल मंत्री ने बजट पेश किया है इस को देखकर जनता को यह खुशी का धक्का जरूर मिला है। क्यों ? क्योंकि रेल का किराया नहीं बढ़ाया गया है। लेकिन मैं यह कहूंगा कि जनता की खुशी अधिक दिन तक टिकने वाली नहीं है क्योंकि अगले वर्ष में जब रेल का नया बजट आयेगा तब हम वक्त जो किराया नहीं बढ़ाया गया है अगले बजट में उसको पूरित किये बिना हमारी सरकार नहीं रहेगी। यह हमारा हमेशा का अनुभव है।

दूसरी बात यह है कि इस वक्त जनता को जो राहत दी गयी है इस के पीछे राज्य कर्तव्यों का कुछ न कुछ राज तो जरूर है। चुनाव को मद्देनजर रखते हुए भी शायद यह कदम लिया हो इसमें कोई आश्चर्य की बात नहीं हो सकती। अनाज के आवागमन पर जो किराया बढ़ाया गया है उस का मैं विरोध करता हूं। पहले तो अनाज वैसे ही महंगा है और देहात के लोगों में खरीदने की क्षमता नहीं है। और उस पर यह जो अनाज के आवागमन पर भाड़ा बढ़ाया गया है इस कारण प्रति किलो 2, 3 नया पैसा अनाज का दाम बढ़ जायगा। देखने में 3 पैसा कम लगता है लेकिन गरीब जनता के लिये वह बहुत है। तो अनाज पर जो भाड़ा बढ़ाया गया है इसको निकाल देना चाहिये, ऐसी मेरी मांग है।

रेलो का कार्य भार सही माने में कौन चलाता है ? रेल मंत्री जी चलाते हैं, रेल मंत्रालय चलाता है, या रेलवे बोर्ड चलाता है ? जब रेल मंत्रालय रेलो का कार्य भार चलाता है तो रेलवे बोर्ड की क्या जरूरत है ?

[श्री राम हे डाऊ]

मैं समझता हूँ कि यह बोर्ड सरकार द्वारा जनता के पैसों के बलबूते पर पाला हुआ हाथी है, इसको खत्म कर देना चाहिये, इसमें कोई सुधार के आसार नज़र नहीं आ रहे हैं। और इस का कार्यभार सुचारु ढंग से कम खर्चीला और जनता के दृष्टिकोण से शुद्ध प्रशासन देने वाला ऐसा रेल मंत्रालय के जरिये ही चलाना चाहिये। और रेलवे में जो हमारे कर्मचारी हैं, उनका विश्वास भी हम सम्पादन करें और उस दृष्टिकोण से पिछले वर्ष जो रेलवे का आन्दोलन हुआ, उस में जिन लोगों पर अभी भी कैसज जारी है, मैं सरकार में अनुरोध करूंगा कि उन सब केमेज को दया भाव की दृष्टि से, उनके जो बच्चे हैं उनकी रोजी रोटी न छीनते हुए, वापस ले लें और उन सभी कर्मचारियों को काम पर लाने की कृपा करें।

साथ साथ मैं यह कहूंगा कि रेलवे द्वारा जो विभाग अब तक उपेक्षित रहा है, उस में पिछड़े हुए एरियाज़ की ओर अधिक प्राथमिकता के साथ ध्यान देना चाहिए। आज भी हम देखते हैं कि पिछड़े हुए एरियाज़ की अपेक्षा रेलवे मंत्रालय के जरिए हो रही है। देहातो में पिछड़े हुए एरिया में आपको ऐसे कई लोग मिलेंगे कि जिन्होंने रेल का पहिया नहीं देखा होगा, बैठने की बात तो दूसरी है। तो जब देश का विकास हो रहा है, तो ऐसे भागों में भी ये रेलवेज़ पढ़ूँनी चाहिए और संतुलित विकास के दृष्टिकोण से जिस विभाग में आज रेलें दौड़ रही हैं वहाँ पर और रेल लाइनें देने की अपेक्षा जिन विभागों में रेल लाइन

नहीं गई हैं, वहाँ पर उनके पहुँचाया जाना चाहिए। वहाँ पर रेलों का निर्माण करने से उत्पादन भी बढ़ेगा और उस विभाग के विकास में भी मदद होने वाली है। हमारे देश में कई ऐसे पिछड़े हुए इलाके हैं जिनका सर्वे किया जाना चाहिए और उन पिछड़े हुए इलाकों में प्राथमिकता देकर रेलों का निर्माण करना चाहिए।

साथ ही साथ मैं एक बात की ओर रेल मंत्रालय का ध्यान आकर्षित करना चाहूंगा और वह यह है कि रेल में सफ़र करने वालों की संख्या कम होती जा रही है। यह देश के लिए बड़ी हानि की बात है और इसका एक कारण यह हो सकता है कि रेल में लोगो को जो सुविधाएं मिलनी चाहिए, उन का बहुत अभाव है। भेड और वकरियों जैसे सैकंड क्लास में लोग सफर करते हैं। क्लाम तो आपने सैकंड बना दी लेकिन थर्ड क्लाम कम्पार्टमेंट की सुविधाओं के अतिरिक्त और क्या सुविधाएं आपने वहाँ पर दी हैं? कहने के लिए आपने उम को सैकंड क्लास कर दिया है लेकिन कौन सी और सुविधा आपने दी है? पानी की व्यवस्था नहीं है, सफाई की व्यवस्था नहीं बिजली के बिये जलते नहीं। इस वास्ते उन लोगों के लिए कोई अच्छी व्यवस्था नहीं है। हम पालियामेंट के मेम्बर तो फ़र्स्ट क्लास में सफर करते हैं और मंत्री लोग एयर कन्डीशन्ड क्लासेज में सफर करते हैं, उन्हें इन लोगों की तकलीफों को देखने की नौबत नहीं आती होगी।

रेल मंत्रालय में उपमंत्री (श्री बूटा सिंह) :
किस ने किया है ?

श्री राय बृहन्न : आप करते हैं और हम भी करते हैं, लेकिन द्वितीय श्रेणी में जो सफर करने वाले प्रवासी हैं, उनकी मुसीबतें बहुत ज्यादा हैं और उन्हें ज्यादा तकलीफ होती है और इसी का कारण यह है कि नजदीक के प्रवासी बस में प्रवास करना ज्यादा पसन्द करते हैं हालांकि उसका किराया ज्यादा होता है। इसलिए रेलवे के प्राक्सियों की संख्या घट रही है और यदि हम ने यह कारण दूर नहीं किया, तो रेलों और घाटे में जाने वाली हैं। इस वास्ते इस मंत्रालय को इस बात को ध्यान में रख कर इस स्थिति का निवारण करना चाहिए।

साथ ही साथ मैं यह कहूंगा कि इस वर्ष का बजट देख कर एक बात स्पष्ट होती है कि महाराष्ट्र के ऊपर रेल मंत्रालय की अन्न कृपा अवश्य है। महाराष्ट्र में एक भी नई लाइन का निर्माण नहीं किया गया है। उधर कोकन में जो सर्वे हुआ था, वह भी ठप्प है। सावंत साहब ने बताया कि मराठवाड़ा में रेलवे का काम ठप्प है। विदर्भ के लिए भी आपने कोई व्यवस्था नहीं की है। विदर्भ में तो 75 वर्ष से एक भी नई रेल की लाइन नहीं डाली गई है। यह क्या बात है। बनी चनाखा में जो काम शुरू हो गया था, वह क्यों बन्द कर दिया गया। यह बात तो ठीक नहीं है। मराठवाड़ा, कोकन, विदर्भ और जो महाराष्ट्र के इलाके हैं ये सब पिछड़े हुए हैं। गरीब लोग वहां रहते हैं और वहां किसी प्रकार का आन तक प्रधान उद्योग नहीं बना। उस की पूरी उपेक्षा की गई है।

वहां पर यदि रेलवे का सर्वे किया जाए, तो आपको पता चलेगा कि वहां पर यदि नई रेल लाइन का निर्माण हुआ, तो वह घाटे में चलने वाली नहीं है। इसलिए इन पिछड़े हुए इलाकों का विकास करना भी बहुत जरूरी है और मैं मंत्री महोदय से इस बात की आशा करता हूं कि वे इस के लिए एक सर्वे कमेटी का निर्माण करेंगे और इन पिछड़े हुए इलाकों में कहां कहां रेलवेज की जरूरत है, इसको सर्वे किया जाए और उसको प्राधान्य देकर पूरे देश में पिछड़े हुए इलाकों में रेलों का जाल फैलाने की व्यवस्था करें।

*SHRI R. N. BARMAN (Balurghat):
Mr. Chairman, Sir, while rising to speak on the Railway Budget I am reminded of our former Railway Minister, Late Shri Lalit Narayan Misra. For the last 25 years the Congress party is running the Government at the Centre and in various States to the best of their ability in accordance with the desire of the people. But such an incident of the brutal murder of a Minister had not taken place at any time. Such literal application of the term 'dying in harness' is heart rending indeed. Therefore at the very outset I will like to pay my homage to the departed soul. Sir, you will recall that in the discussion that took place in this House on the murder of Shri Misra, many hon. members had voiced the feeling that the family of Shri Misra may not be harassed for vacating the Government accommodation occupied by them. No clear reply to this was given at that time. I will repeat the same request and hope that the hon. Minister will give a reply to this question also while replying to this debate.

Sir, the Railway budget that has been presented before this House does not call for any particular criticism. But many members of the Opposition

*The original speech was delivered in Bengali.

[Shri R. N. Barman].

have even then criticised it from various angles. I of course do not blame them, for it is their business to point out any shortcomings in the budget. But it would have been better if they also recorded their appreciation of the food works that have been done. This would enhance our respect for the Opposition and we would be able to receive the various suggestions made by them more seriously. The time at my disposal being very short, I would like to mention a few problems of the area which I represent. Sir since my joining this Lok Sabha I have been voicing only one demand for the laying of a broad gauge railway line from Maldaha to Balurghat via Gazol. At first it was decided that this line will be laid via Gazol. Later on the decision was modified and it was said that the line will pass through Gazol, Buniadpur, Gangarampur and Rampur. The Techno economic survey of these lines were completed and in the report it was said that although this railway line was somewhat uneconomical, it will be taken up in the Fifth Five Year Plan in view of the extreme backwardness of the area. This will help in the development of the whole area. Even in this decision a big 'if' have been inserted. It has been stated that this work will be taken up 'if' adequate finances are available. That means whatever progress we made in this direction during the last few years have again been left in a state of uncertainty. Why should it be so? Is it not correct that my area is not only economically backward but it is also inhabited mostly by the people belonging to the Scheduled Castes and Scheduled Tribes? Whenever some discussion takes place in Parliament about these people, a great hue and cry is raised by all sections of this House for helping these backward classes. But is it not unfortunate that when some specific scheme is put forth for their welfare, it is said "we are sorry, there are no funds. If funds are available, we will try to do some thing in the next five year plan." It

is a cruel joke on the people of my area. Is it not a fact that because my area is backward and inhabited by Scheduled Castes and Scheduled Tribes, the legitimate demands of the people have not been met for the last 25 years? I will demand that in the next Five Year Plan all new railway lines must be allotted only in the backward areas and there too priority should be given to the areas inhabited mostly by the Scheduled Castes and Scheduled Tribes people. At the end of this debate I will expect the hon. Minister to give an assurance about the construction of this line from Maldaha to Balurghat. The Late Railway Minister, Shri Misra was quite sympathetic towards this line. Unfortunately he is no more with us. But I will hope that with his departure all sympathy for this railway line will also not vanish. The survey work for the Maldaha—Balurghat railway line was conducted in 1949 also. Many earlier railway Ministers, even the Late Prime Minister, Shri Lal Bahadur Shastri had assured the people at Balurghat about this line. Respected Babu Jagjivan Ram, when he was Minister of Railways, had also visited this area and had given an assurance to the people about the railway connection. Sir, the backward people of this area had only been getting assurance after assurance without any concrete result till now.

I will give one more instance to prove that the attitude of the railway Ministry towards the backward areas is not only disappointing but at times it tends to be cruel. Sir, there is an old railway station called Dalimgaon on the NEF railway. It is the only railway station serving the people of this area. It is being said that this railway station is going to be converted into a flag station. We have heard of flag stations being converted into full fledged stations. But instances of conversion of established railway stations into flag stations is unique indeed. On the one hand we are unable to provide new railway

lines, on the other we are downgrading existing stations. Does it not amount to cruelty? I will like the hon. Minister to say something on this.

One more point Sir, the goods siding at Kaliaganj station (NEF railway) has been so arranged that it is causing great inconvenience to the people. The local people had sent an representation about this. I have also written to the hon. Minister on 13.8.73. It is regrettable that neither have I received any reply to my letter nor any steps have been taken to remedy the situation. When the people of any particular area have some difficulty, if the local M.P., after an on-the-spot inspection, recommends the case then some action should be taken on that, irrespective of the party affiliation of that M.P. If such small matters cannot be redressed through Members of Parliament, whichever party they may belong to, then the faith of the people in Parliament will tend to suffer. I have also been demanding an overbridge at the above station without result. The question of converting the metre-gauge line from Radhikapur to Barsoi into broad-gauge may also be kindly considered.

Sir, about the A Calcutta tube railway it has been said that Rs. 240 crores are going to be sanctioned and a final decision in this regard will soon be taken. For construction of this tube railway land has to be acquired. In 1970 it was estimated that Rs. 4 crores will be needed to acquire land. But at present the estimated cost has gone up to Rs. 10 crores. The State Government is required to meet this cost of acquiring land. But, Sir, the financial position of the Government of West Bengal is not strong enough to meet this heavy burden. I will therefore request the Central Government to bear this liability or at least a major portion of it. This is the initial step in the construction of the tube railway and if there is a delay in acquiring the land, the entire

project will get delayed and consequently the total cost will go up considerably. Sir, in reply to a question it was stated in this House that soon talks will be held with representatives of Central Government employees over the question of payment of dearness allowance. The outcome of the talks will apply to railway employees also. I request that the issue of dearness allowance may be gone into more depth in the forthcoming talks. At present the Central Government employees and the railway employees are paid D.A. at one rate while the employees of banks LIC etc. get DA at a different and higher rate. This disparity should end. Those working in banks and LIC are also Government employees and the rate of dearness allowance must be the same for all Government employees. I hope this aspect would be kept in view in the coming talks and the present disparity in the rates of D.A. would end.

Sir, I support the railway budget and conclude my speech.

SHRI K. RAGHU RAMAIAH: Sir, I want to make a submission. I have consulted friends on the other side. They have no objection if we sit up to 7 P.M.

श्री राघू राय (फिलौर) : रेलवे हमारे देश का बिगस्ट प्रॉडक्टिंग है और उसके बजट पर ग्राज विचार किया जा रहा है। लेकिन यह भुला दिया जाता है कि पंजाब भी भारत का एक हिस्सा है। पंजाब को न तो आजादी से पहले और न आजादी मिलने के बाद ही कोई एक मील नई लाइन देने के लिए तैयार है। जब कभी हिन्दुस्तान पर आपत्ति आती है तो पंजाब को ही आगे होना पड़ता है और वह कुदरती बात भी है और वह इसके लिए हमेशा तैयार भी रहता है। वह किसी के बस की बात भी नहीं है। लेकिन अफसोस की बात है कि पंजाब को एक मील भी लाइन नहीं दी जाती है और जब उसकी मांग की भी जाती है तो उस पर कभी रेल मंत्रालय विचार

[श्री. साधु. राम]

करने के लिए तैयार नहीं होता है। पंजाब के साथ यह बेईसफ़ी ठीक नहीं है। बहा इस बेईसफ़ी के खिलाफ जो नारा लग रहा है बाज दफा मुझे वह ठीक ही मालूम देता है, सही नफ़ा मालूम देता है। पंजाब की राजधानी चंडीगढ़ है। बहुत बार कंसल्टेटिव कमेटी की मीटिंगों में, यू.बी.ई. कंसल्टेटिव कमेटी की मीटिंगों में, जोनल कंसल्टेटिव कमेटी की मीटिंगों में और यहाँ पर भी मांग की गई है कि चंडीगढ़ से लुधियाना को अगर मिला दिया जाए तो रोपड़ बीच में आ जाता है और उसको भी लाइन जाती है। रोपड़ से राहों मिला देना ठीक रहेगा क्योंकि दरिया का जो पुल है वह पहले से बना हुआ है और काफी चौड़ा है और लाइन अगर बिछा दी जाए तो पुल बनाने की भी आपको ज़रूरत नहीं होगी। राहों से नवाशहर गढ़शंकर सैला तक लाइन है और उससे आगे हड्डिगढ़, फुर को डाल लाइन से मिला दिया जाए और होशियारपुर से पोंग डम और उससे जम्मू को मिला दिया जाए तो यह लाइन बड़ी फायदेमन्द साबित हो सकती है। पंजाब के लोगों को इससे फायदा तो होगा हो लेकिन बार प्वाइंट आफ व्यू से भी यह बहुत फायदेमन्द साबित हो सकती है? डेरा बाबा जमल सिंह व्यास रेलवे स्टेशन पहले से ही है। इस स्टेशन से बकाला कमाओं तक लाइन चली जाए तो यह पाकिस्तान की हद तक जा सकती है और सिखों के धार्मिक स्थान भी है जोकि कवर हो सकते हैं। यह जम्मू होते हुए पाकिस्तान की हद तक जा पहुँचती है। इन दो लाइनों से मिलिटरी लाने से जाने में आपको बड़ी सहूलियत होगी। पिछली लाडाइयों में जो पाकिस्तान के साथ हुई हमन देखा है कि मिलिटरी के लोगों को बड़ी मुश्किल का सामना करना पड़ा था, असला पहुँचाने में बड़ी मुश्किल पेश आई थी? वहाँ पर हजारों ट्रक असला पहुँचाने के लिए इकट्ठे हो गए थे और उन्होंने इस काम को किया था। वही फौजियों को भी पहुँचाते थे। क्या यह गवर्नमेंट की कमजोरी

वही है, क्या उसने कभी इस पर खोचा है कि पंजाब में वे सहूलियतें मिलनी चाहिये जोकि देश को बचाने के भी काम आ सकती है? मेरी प्रोजेक्शन से नार्थ का इलाका, जम्मू काश्मीर का इलाका भी उस में कवर हो जाता है और हमारी हदें भी जो पाकिस्तान के साथ लगी है मजबूत हो जाती है। रास्ते में कई ठाउँनियाँ हैं। वहाँ बड़ी दिक्कत यह है कि कोई लाइन नहीं है। इस बास्ते इस तरफ आपको खास ध्यान देना चाहिये। हमारे देश से सैड्यूल्ड ट्राइब्स का आबादी 15 करोड़ है और शैड्यूल्ड ट्राइब्स की आबादी 5-6 करोड़ के लगभग है। क्या रेल विभाग ने कभी देखा है कि सर्चिमिस में उनका जो कोटा है वह पूरा किया जाए? हमेशा प्राइम मिनिस्टर होम मिनिस्टर वगैरह की तरफ से विश्वास दिलाया जाता है कि कोटा पूरा किया जाएगा लेकिन क्या आपने क्लास 1, 2, 3 या 4 में इसको पूरा कर दिया है, कांस्टीट्यूशन में जो हमने प्रोवाइड किया है, क्या उसको आपने पूरा कर दिया है और अगर नहीं किया है तो इसकी जिम्मेदारी किस पर है, कांस्टीट्यूशन पर है, आप पर है या हाउस पर है?

अनटचेबिलिटी देश के माये पर एक कलक का ठीका है। इसको हम अभी तक हटा नहीं पाए हैं। करोड़ों लोगों को अभी तक इमानों का दर्जा नहीं मिल पाया है। उनको अनटचेबल मर्यादा जाता है। इसको दूर करने का रेलवे के पास एक बहुत बड़ा साधन है। आप तमाम स्टेशनों पर पानी पिलाने के लिए इन लोगों को रख सकते हैं कैटरिंग और चूड़ा वगैरह के ठेके उनको दे सकते हैं। लेकिन ऐसा रेल मंत्री कभी करने के लिए तैयार नहीं होते हैं। मैंने उनको बहुत पत्र लिखे हैं और मुझे वही ही उनका उत्तर आया है, हाँ मे नहीं।

कोओपरेटिव सोसाइटीज को भी आप बड़ावा दे सकते हैं और उनको बड़ावा देने से

एक आदमी को नहीं बँक कर्जनों का आप भला कर सकते हैं, आप उनकी एम्प्लॉयमेंट दे सकते हैं। कोओपरेटिव सोसाइटीज़ की तरफ कभी आपके डिपार्टमेंट का ध्यान नहीं गया है। स्ट्राइक्स जब होती हैं तो उससे बड़ी डिस्टर्बेंस होती है बड़ी गड़बड़ पैदा होती है।

मेरा मुझाब यह है कि रेलवे प्लानिंग कमिशन में मिलकर फैसला कर से कि हर साल के बजट में एक रकम रखी जाये जिससे सब रेलवे एम्प्लॉयज़ के लिये क-२ पेरिटिव स्टोर खोल दिये जाये ताकि उनको वहा से ऐसीथियल कमोडिटीज़ आफ लाइफ़ मिलती रहे और वो हर दूसरे तीसरे महीने अपने वेजेंज़ बढ़ाने के लिये सगड़ा न करे। ऐसा करने से कर्मचारियों का भी भला होगा, देश का भी भला होगा और रेलवे का भी भला होगा।

शङ्खुलड कास्ट्स लोगों के बारे में मेरे पास बहुत-सी शिकायतें आती हैं। हमारी एक यूनियन है शङ्खुलड कास्ट्स अप-लिफ्ट रेलवे यूनियन हमारे पास ऐसी शिकायतें आती रहती हैं कि शङ्खुलड कास्ट्स के आदमियों को रिट कर दिया। निकाल दिया वगैरह वगैरह। जब हम इस बारे में लैटर लिखते हैं तो उनका जवाब सैटिस्फैक्ट्री नहीं दिया जाता है।

कुछ देर पहले सरदार बूटा सिंह शङ्खुलड कास्ट्स एंड शङ्खुलड ट्राइब्स कमिटी के चेयरमैन थे। उन्होंने अपनी एक रिपोर्ट इसी पार्लियामेंट में पेश की थी कि शङ्खुलड कास्ट्स और शङ्खुलड ट्राइब्स की जो तालीफ है, गवर्नमेंट को उन्हें पूरा कर देना चाहिये। अब वह खुद डिप्टी मिनिस्टर बन गये हैं। मैं उनसे पूछना चाहता हूँ कि क्या वह रेलवे मिनिस्ट्री पूरा उस रिपोर्ट को इम्प्लीमेंट करवा देंगे? मगर वह अपनी ही रिपोर्ट इम्प्लीमेंट नहीं करवायेंगे तो अच्छा नहीं होगा। आज हासल है कि शङ्खुलड कास्ट्स के करोड़ों लोग

तड़प रहे हैं, कोई उनकी तकलीफों को नहीं सुनता है और रेलवे डिपार्टमेंट में व दूसरे डिपार्टमेंट्स में उनकी रिजर्वेशन की पूर्ति नहीं होती है। मैं रेलवे मिनिस्ट्री से बिनाती कहूँगा कि वह जरूर इस रिजर्वेशन को पूरा करवाने की कोशिश करे।

मिनिस्टर साहब ने अपनी स्पीच में कहा है

Similarly the present policy of the Government to give special encouragement to Scheduled Castes and Scheduled Tribes in recruitment and promotion will continue to be followed with vigour. Fulfilment of reserved quotas will be systematically monitored in Board's office

इसमें मुझे थोड़ा सा विश्वास हुआ है कि शायद इस तरफ ध्यान दिया गया हो। स्पीच में जो बातें कही गई हैं, अगर आपको इम्प्लीमेंट न कराया जाये तो यह बहुत ना-इन्साफी होगी।

हम लोग रेलवे यूनियन वरिटेड्स की टी और जूनल कमिटी के मेम्बर होने के नाते रेलवे मिनिस्ट्री का ध्यान इस तरफ दिलाते हैं कि हमारे हल्के की क्या क्या तकलीफें हैं लेकिन उस पर कभी ध्यान नहीं दिया जाता है। हमारे लैटर का एक्जालेजमेंट तो आ जाता है, मगर उसके बाद कोई कार्यवाही नहीं होती है। मैंने बहुत दफा कहा है कि फगवाडा में डी-लक्स को खड़ा किया जाये। यह एक ऐसा सिटी है जो जालन्धर और लुधियान के बीच स्थित है जहां 70 हजार की आबादी है, 3 मिले हैं और 4 कालेज हैं। लोगों का बहुत तकलीफ होने के बावजूद वहां डी-लक्स को खड़ा नहीं किया जाता है। कहा जाता है कि इससे डी-लक्स का मोशन खत्म हो जाता है। अगर वो मिनिस्ट्रि पहले वे तो बहा खड़ा करने से क्या दिक्कत आती है।

काश्मीर मेल भी वहां खड़ी नहीं होती वह जाने वक्त तो खड़ी होती है लेकिन जम्मू में वापिस आते वक्त उसको खड़ा नहीं करते हैं। समझ में नहीं आता कि यह क्या तरीका है।

फगवाड़ा में फर्स्ट-क्लास वेटिंग रूम पुराने जमाने का, महाराजा के जमाने का बना हुआ है। आज तक उसमें कोई इम्प्रूवमेंट नहीं हुई है। चारों कॉलेजों के स्टूडेंट्स, लड़के-लड़कियां वहां आते हैं। एक ही वेटिंग रूम है, जो कि बिल्कुल छोटा है। अगर धीरता और मर्दी का वेटिंग रूम अलग-अलग हो जाय तो नौजवान लड़के धीरता के वेटिंग रूम में नहीं जा सकेंगे। इस वक्त वहां रोज झगड़ा होता है। लड़कियों को अपनी इज्जत बचाने के लिए वेटिंग रूम में जाना पड़ता है।

मैं कई चिट्ठियां लिख चुका हूँ कि फगवाड़ा में स्टाफ बहुत कम है जिसकी वजह से बहुत से लोग बगैर टिकट के सफर करते हैं।

फगवाड़ा दो हिस्सों में बटा हुआ है। दो कोल्लेज रेलवे लाइन के एक तरफ हैं और दो दूसरी तरफ। शहर के बीच से लाइन जाती है। वहां ओवर-ब्रिज बनाने के लिये पंजाब गवर्नमेंट म्युनिसिपैलिटी और शहर के लोग अपने हिस्से का पैस देने के लिये तैयार हैं। मैंने इस बारे में भी सन्दार बूटा सिंह और श्री कुरेशी को कई दफा लिखा है—उनके सबेरे कर कर खर्च का जो एस्टीमेट है, हम उनका कुछ हिस्सा दिलवा देगे लेकिन लोगों की तकलीफों को दूर करना बहुत जरूरी है।

फिल्लौर एक जंक्शन स्टेशन है। सरदार बूटा सिंह जानते हैं कि नवांशहर, राहों बगैरह के लोग, और जो पहाड़ी इलाका साथ साथ लगता है, वे तम म लोग फिल्लौर से जा सकते हैं।

वहां पुलिस का एक बड़ा भारी ट्रेनिंग सेंटर है। फिल्लौर में कोई कॉलेज नहीं है। इसलिए लड़के, लड़कियों को लुधियाना, जालन्धर या खगावाड़ा जाना पड़ता है। प्लाईंग मेल के वहां खड़ा न होने की वजह से सब लोगों को बड़ी तकलीफ का सामना करना पड़ता है। अगर प्लाईंग मेल को वहां खड़ा नहीं किया जा सकता है तो लुधियाना-जालन्धर के लिये कोई ऐसी ट्रेन चलाई जाय जिससे उन लोगों को सुविधा मिल सके।

नवांशहर-जालन्धर लाइन पर गाड़ी के टाइम चेन्ज करने की वजह से लोगों को बड़ी तकलीफ हो रही है। जो की डिमांड है और मैंने भी इस बारे में लिखा है कि उसमें टाइम को फिर ठीक कर दिया जाये।

मैं यह कहना चाहता हूँ कि पंजाब की लाइनों के बारे में जरूर कमीडर किया जाये और पाराशर को इवमान का समर्थन करत। हूँ कि नगल तलवाड़ा रेलवे लाइन का काम जल्दी पूरा किया जाये। उसमें पंजाब का कोई नुकसान नहीं है।

आखिर मैं यह कहना चाहता हूँ कि अगर रेलवेज ने शड्यूल्ड कास्ट्स के उप-लिपन के लिये कुछ करना है तो उन लोगों की सर्विसिज और प्रमोशन की परसैटिव को बिल्कुल पूरा किया जाये।

18 hrs.

*SHRI NOORUL HUDA (Cachar): Mr. Chairman, Sir. During May, 1974 nearly ten thousand Railway employees were punished for participation in the Railway strike but during all these months neither the Railway Ministry nor the Railway Board were able to take any decision about the withdrawal of this punishment. It is a matter of great regret and I have but no other alternative than to criticize the Government for their

inaction in this regard. Sir, I know about the conditions obtaining in the N.F. Railway. There 325 permanent and 1200 temporary and casual employees were thrown out of employment and they have not been taken back. This is regrettably so despite the repeated assurance given by the Railway Minister that all Railway employees barring those against whom charges of violence and sabotage have been registered, will be taken back to job. The conditions of the families of all these retrenched employees is pitiable and seated in this air-conditioned chamber neither the Minister nor the officials of the Ministry would be able to assess their plight in a right manner. I would, therefore, demand on behalf of these retrenched workers, on behalf of my Party and all the trade unions that all these railway employees should be taken back without any further delay and without any pre-condition. In regard to those who have been charged with violence and sabotage, their cases may be referred to courts and if they are found guilty of the charges and are awarded punishment then the railway authority may reconsider whether such employees should be kept in service back or not. But surely, all the employees who are at present without any job should be taken back immediately.

Sir, I would now refer to a few points pertaining to the working of the N. F. Railway. The pace of development of Titas area is very slow. A little while ago my friend from Assam had also commented upon it. For a very long time we have been hearing about the plan of a broad gauge line from New Bongaigaon to Gauhati but nothing concrete has been done in this matter. I would urge upon the Railway Minister that he should take a final Minister that he should take a final and see to it that work is also initiated.

Sir, I come from Cachar. It is an under-developed area. There are

many such areas in Assam and Sibsagar is one of them. The working of the Railways in the branch lines in these areas beggars description. The General Manager of the N. F. Railway never considers it necessary or desirable to pay a visit to these areas and see for himself the deplorable state of affairs prevailing there. In this year of 1975 when in Japan trains are running at the speed of 100/120 miles per hour, in these branch lines of Assam the trains travel with a speed not exceeding 10/12 miles per hour. Is it not a shockingly lamentable situation? But who has the time to look into the plights of the hill people? The time at my disposal is short otherwise I could have given you many concrete examples but to make it brief I will cite only one example to convince the hon. Minister. The distance between Silchar and Karimganj is 33 miles. It takes 3 hours for the train to cover this distance. What a wonderful achievement of our Railways? I would request my friends present here to consider in what age we are still living in Assam? The situation is the same in Katagal-Lalaghat Branch Line, Karimganj-Dullavchara and other branch lines also.

I would now like to say something about Badarpur-Lambding Section. This is a hilly track. During rainy season from May to October, due to heavy rains and land slides the tracks suffer heavily and because of poor maintenance the train service in this section remains suspended for quite some time. Being the main communication link, the suspension of train service stops movement of supplies of essential commodities and people have to go without essential commodities or days together. This affects the 18 lakh people of Cachar, Mizoram and also the people of Tripura. Three Railway Ministers are present in the House and surely the senior Railway officers are also listening to the debate. To them, I will appeal that the hill section stretching from Badarpur to Lambding deserve better attention. The track

[Shri Neeraj Huda]

should be maintained properly and they should kindly do something to speed up the movement of the train on this line. You will be surprise to know, Sir, that the section spreads over 85 miles and it takes 10/11 hours for the trains to cover it. I refuse to accept that the situation is beyond reform. All that is necessary is that some concerted and determined efforts should be made and I am sure the hon. Minister will take urgent steps to effect necessary improvement and ensure that disruption in train service in this area is eliminated altogether.

Finally, I would like to say that the Railway Stations of Assam, e.g. Cachar, Lumbini, Gauhati, New Bongaigaon do not have adequate waiting room facilities for the second class passengers. The quality of food served in the canteens on these stations is of a very poor quality and people do not like to take it. I have invited the attention of the Railway Minister and his Ministry to this matter but unfortunately nothing has been done to improve the situation. The bell has gone and, therefore, I would once again reiterate that all Railway employees who were punished and retrenched in May, 1974 should be taken back immediately and cases may be filed in regard to those who have been charged with violence and sabotage but all of them should be taken back immediately in the first instance. I would also urge upon the Railway Ministers present here that they should examine the different points that I have raised about the working of the Railways in the different sections of Assam and should try to ameliorate the difficulties of the people. With these words I conclude. Sir.

श्री एम० राम गौ० सि० दे० (निजामाबाद) : सभापति महोदय, मैं पहले पंडित किंमलापति त्रि० ठी को बधाई देना चाहता हूँ, क्योंकि बाँस खिल इज हाफ डन—उन्होंने जिस तरीके से अपने काम का प्र.राज, प्र.राम, किया है, उससे देश में एक अच्छा वातावरण

पैदा हुआ है और उस पर पूरा विश्वास हो गया है।

एक बात सुन कर मुझे बड़ी तकलीफ हो रही है, और वह यह है कि देश को उत्तर, दक्षिण, पूर्व और पश्चिम में बाँटने की तैयारी की जा रही है। हम ने अपने बचपन में ऐसी बातें नहीं सुनी थीं। कोई उत्तर या दक्षिण वाला है और कोई दक्षिण का रहने वाला है, उस तरह सोचना गलत है। पूरा देश एक है। अगर उत्तर की बात कही जाती है, तो हमारे उत्तर में तो चाइन है, और अगर दक्षिण में कुछ है, तो हिन्द महासागर है। हम का प्राप्ति या प्रदेशों की टर्ज में नहीं सोचना चाहिए। विशेष रूप से जब इस तरह की बात थी हनुमान्तीया के पक्ष में निकलती है, तो वह बड़ी भावजनक हो जाती है। अब देश एक है, तो जहाँ-जहाँ जो पार्टी के काम हैं, उन पर ज्यादा खर्च करना पड़ता है। नगार्जुन सागर पर दस करोड़ रुपये का हर साल खर्च किया जाता है। वहाँ हमने 20 करोड़ रुपया मांगा है। हमारी प्राइम मिनिस्टर ने 6 करोड़ रुपये का इजाजत किया है। तो हो सकता है वह पैसा ले कर नागार्जुन सागर के लिए रखें। उस से आज देश को ज्यादा अनाज पैदा हो रहा है। हम लोगों ने इस साल 7 लाख टन अनाज दिया है। तो इस तरह से प्रायोरिटीज इधर से उधर या उधर से इधर करने से यह न समझना चाहिए कि यह किसी दुर्घटना से किया गया है। और विशेषकर जो नेता हमारे बीच में नहीं रहे उन के खिलाफ कुछ कहना यह सभ्यता की बात नहीं होता। जिस श्री देश में ऐश वाद नहीं हो जाती, बाइबल में लिखा हुआ है।
nil nisi bonum.

अगर कोई बुराई में है तो मरने के बाद उस की बुराई नहीं करनी चाहिए।

Of the dead (say) nothing but good.
मगर मैं अपने तजुबों से कहता हूँ कि उन्होंने कभी भी कोई इस किस्म की चीज नहीं की है और वह बहुत बड़े ऊँचे पाये के सीडर अपने देश के रहे हैं। अभी एक दूसरा मार्च हुआ है।

हनुमन्गर्वा जी ने सिर्फ मन्त्री को जिम्मेदार ठहराया और हमारे मारनीय भागवत झा आजाद ने रेलवे बोर्ड को सारी बुराईयों के लिये जिम्मेदार ठहराया। तो मैं यह कहता हूँ कि ये दोनों नेता आपस में बैठ कर फंसला कर के बोले कि आया रेलवे बोर्ड जिम्मेदार है या मन्त्री जिम्मेदार है ?

श्री भागवत झा: आजाद: यह कोई बुद्धिमान आदमी बतला दे कि कौन जिम्मेदार है ? पब से बुद्धिमान आदमी इन का बता दे, मैं मान लेता हूँ।

श्री एम० रामगोपाल रेड्डु: अच्छी बात है। मुझे जब कहा गया है कि मैं बुद्धिमान हूँ और मुझे बताना है कि कौन जिम्मेदार है तो मैं बताना हूँ कि अगर कोई जिम्मेदार है तो विरोधी दल उस के लिए जिम्मेदार है।

MR CHAIRMAN: A Daniel come to judgment

श्री एम० रामगोपाल रेड्डु: विरोधी दल को मैं इसलिए जिम्मेदार ठहराता हूँ कि सी किलोमीटर में जब 25 पैसे का किराया बढ़ा दिया गया तो ये लोको को रेल की पटरियों पर बँठ कर सत्याग्रह किए हैं और लोको को रोक दिया गया है जिस से रेलवे को घामदनी कम हुई है। मैं पूछना चाहता हूँ कि यह विरोधी दलों का काम है क्या ? विरोधी दलों की तीसरी मांग है। मजदूर की तनख्वाह बढ़ाओ, देश में किराया और टैक्सेज मत बढ़ाओ और सुविधाएँ ज्यादा दो। मैं पूछता हूँ कि इन तीनों चीजों का समन्वय कर के आप बताइये कि क्या करना चाहिए। गवर्नमेंट इन तीनों चीजों का समन्वय कर के चल रही है।

दूसरी बात यह है कि हमारे जो ऐम्प्लोइडियन मामिनेटड मेम्बर हैं वह यह कह रहे थे कि उन्होंने कई बार लेटर्स लिखे हैं और कोई जवाब नहीं आया है। तो जैसा अभी कहा गया कि मैं एक वि. कुल नया आदमी हूँ, जूनियर मेम्बर हूँ, मैं अपने बारे में बताता हूँ। मैं ने एक बेवा की तरफ से पेंशन के मुताबिक लेटर

लिखा। उस वक्त हमारे जनरल मॅनेजर कौल साहब वहाँ पर थे। उस बेवा को पेंशन मिलनी थी। उस की बेटी की शादी एक महीने में होने वाली थी। एक महीने के अन्दर उस को पेंसा चाहिए था। उस का पति रेलवे का एम्प्लोई था। उस से एम्प्लोजमेंट किया था इसलिए उस का पेंसा रोक दिया गया था। मेरे लेटर लिखने पर जितना एम्प्लोजमेंट था उतना रोक कर बाकी पूरी रकम का पेंशन उस को कर दिया गया। तो एक पालियाट कमेम्बर के लिखने के बाद उस पर कार्यवाही न हो, यह मैं नहीं समझ सकता हूँ क्योंकि मैं अपने तजुबों से जानता हूँ कि जितने नेटम मैंने लिखे हैं उन के ऊपर फौरन से फौरन कार्यवाही हो गई।

हमेशा अपोजीशन की तरफ से मांग की जाती है कि रेलवे एम्प्लाइज को, पूरे के पूरे को ले लिया जाय और उन को तनख्वाह दी जाय, उन को पेंशन दिया जाय। मैं पूछता हूँ कि यह पेंसा किस का है जिस को आप बाटना चाहते हैं ? 130 साल से 3 हजार करोड़ रुपया इस देश के गरब जनता ने जमा रखा है इन्वेस्ट किया है उस को क्या मिल रहा है। अगर यह 3 हजार करोड़ रुपया बैंक में रख दिया जाय तो टैन परसेंट इंटरेस्ट मिनिमम उस पर आएगा। तो इस 3 हजार करोड़ रुपये के ऊपर हर साल 30 करोड़ रुपए जनरल रेवेन्यू में रेलवे बोर्ड और रेलवे मिनिस्ट्री को जमा करना चाहिए। उस के बाद आप मजदूरों का बूला कर उन्हें बैठा कर उनकी पेंसा बांट लीजिए, मुझे कोई एतराज नहीं है। यह 3 हजार करोड़ रुपया किस का है ? क्या रेलवे के यूनिर्स हैं उन से कमी पूछा गया है ? न से तो कमी पूछने नहीं। जो भी है उस उन का दे दो क्योंकि उन की अर्गें। उद्योगियों हैं, उन की जुबान है, उन के आफिसेज हैं और अखबार वाले उन की बातें लिखते हैं इस वास्ते उन को सब कुछ दे दीजिए। मैं कहता हूँ कि आप पहले 300 करोड़ रुपया जनरल रेवेन्यू में दीजिए, उस के बाद पेंसेजमें जो

[श्री एम० राजगोपाल रेड्ड]

इस के मालिक हैं, जो देश के मालिक हैं, उन को पूरी-पूरी सुविधाएं दीजिए। उन को सुविधाएं देने के बाद जो बचता है वह जरूर उन में बंटवारा कर दीजिए। हमेशा यह होता है बंटवारा जब होता है तो उस में ऊपर के लोगों का दे देते हैं और नीचे के लोगों का ध्यान नहीं किया जाता है। इसलिए मेरी पहली विमांड है कि 300 करोड़ रुपये जनरल रेकन्यू से बिया जाय।

दूसरी बात यह है कि हमारे रेलवे के स्टाफ के लोग बराबर मेहनत से काम नहीं करते। इस के बारे में उधर से भयी सिन्हा जी ने बड़ी अच्छी बात कही। इन की मफिश्येसी हर साल में कितनी बढ़ी है, इनका इन्फोमेट तो हर साल बढ़ रहा है। जो आदमी सौ रुपये में नौकर हुआ था उस की तनखा आज 500 रुपये हो गई। लेकिन मैं पूछना चाहता हूं कि एफिश्येसी में कितना इजाफा हुआ है? प्रोडक्टिविटी में कितना इजाफा हुआ है? प्रोडक्टिविटी में तो कोई इजाफा होता नहीं, मेहनत से काम करते नहीं और डिमांड इन की बढ़ती जाती है? मैं चाहता हूं कि रेलवे में जितने कर्मचारियों का ज्यादा स्टाफ है उस का हिसाब किताब निकाला जाय। उन लोगों को रिटायर न करें लेकिन जो रिटायर हो रहे हैं उन की जगह पर किसी और का अम्बाईमेंट न किया जाय। पेमेंट नाट एट दि काकट आफ बेरी इन्वेस्टमेंट लेकिन वह चीज अपने देश में हो रही है।

दूसरी बात यह है कि हमारे देश में जितना प्रोडक्शन हो रहा है, फैक्ट्रियों में, कोयले की खानों में वह प्रोडक्शन फौरन शिप्ट होना चाहिए, ट्रांसपोर्ट होना चाहिए, उस के लिए क्या इंतेजाम कर रहे हैं? मुझे मालूम है आंध्र प्रदेश में एक-एक साल का प्रोडक्शन सीमेंट फैक्ट्रियों में पड़ा हुआ है। मैं पूछना चाहता हूं रेलवे के एम्पलाइजस या

मैनेजर जो बोझावा तनखाह मांगते हैं क्या कभी उन्होंने सोचा है कि देश में जो सम्पत्ति पैदा हो रही है उसको प्रोडक्शन सेंटर से कांज्यूमिट सेंटर तक पहुंचाने के लिए क्या सुविधा दी गई है? स्टील फैक्ट्रियों में बाकी और जगहों में भी जगह यही हाल है। इसलिए मैं कहना चाहता हूं कि एफिश्येसी से काम होना चाहिए।

जनेश्वर मिश्र जी ने एक बात कही कि स्वर्गीय ललित नारायण मिश्रा जी जो हमारे मिनिस्टर थे रेलवे के उन्होंने अपने नेपथ्य की शादी में मोटर भांगी किसी से, तो पिछले दस सालों में अंदर तो उन के किसी नेपथ्य की शादी ही नहीं हुई है। जयहा शायद कहां से ऐसी खबरे लाते हैं? जनेश्वर मिश्र जी को अगर गाड़ियों की जरूरत है, मेरे पास गाड़ी नहीं है, लेकिन उन के बेटे की शादी में मैं चार गाड़ियां भेज दूंग देना हूं उनके वास्ते। इतने बड़े मदन में आ कर के इस किस्म की नींव और हीन बातें करना यह शोभा नहीं देता और यह अच्छा भी नहीं है। मैं यह कहना चाहता हूं कि जो भी स्वर्गीय मिश्रा जी ने देश के वास्ते किया है वह बहुत अच्छा किया है। आज वह हमारे बीच में नहीं है। इस के लिए हम सब को तकलीफ है। इस के बाद जो भी रेलवे की मांग है उस का मैं पूरा पूरा समर्थन करता हूं।

श्री विश्वनाथ राय (बेबरिया)

समापति जी, कई साल के घाटे के बजट के बाद इस वर्ष बचत का बजट नये मंत्री जी ने पेश किया है। इस से हम लोगों को उम्मेद बढ़ाई तो देनी ही है, लेकिन यह भी चेतावनी देनी है कि इस के साथ साथ हम लोगों की आशाएं बड़ी हैं और आशाएं ही नहीं बढ़ी हैं बल्कि इस अवसर पर मैं उम्मेद इस बात की यदि दिलाना चाहता हूं कि जिन बातों या जिन कार्यक्रमों के लिए पिछले रेल मंत्रियों ने इन मदन में वादा किया था उन को भी

वह पूरा करने का प्रयत्न करें। इसी से यह आशंका होना स्वाभाविक है कि कहीं बचत या घाटे के कारण जो कार्य होने वाला है या जो निर्माण होने वाला है, या जो निर्माण हो रहे हैं उन की गति धीमी तो नहीं होगी, या रुकेगी तो नहीं? मैं विशेषकर माननीय मंत्री त्रिपाठी जी को इस बात की याद दिलाना चाहता हूँ कि उन के पुराने सहपाठी स्वर्गीय साथी श्रीर भूतपूर्व प्रधान मंत्री अने देश के जो थे उन्होंने इस मदन में पहली लोक सभा के सामने ही वादा किया था कि एक रेलवे लाइन का मर्म होगा और वह रेलवे लाइन देवरिया से कमिया होने हुए खड्डा की तरफ जायगी। ऐसे देखने में वह लाइन छोटी होगी भाइल ज्यादा नहीं होगी और यह भी हो सकता कि भारत के नक्शे में रेलवे लाइनों को देखते हुए उस का महत्त्व न बढ़े लेकिन उत्तरी भारत की जो सीमा है उसकी जो राजनीतिक स्थिति है, उस के उस पार चीन का एक बड़ा देश है उस को देखते हुए जो लाइन नई बनेगी उसको बना कर उत्तर भारत को उस से मिला देना अति आवश्यक है। वहाँ की आबादी घनी है। उस के बारे में लोक सभा में स्वर्गीय लालबहादुर शास्त्री जी ने कहा था कि उस का सर्वे होगा, लेकिन आज तक सर्वे नहीं हुआ, इस बात को लगभग 17-18 साल हो गये।

ऐसी ही एक दूसरी बात की तरफ आप का ध्यान आकर्षित करना चाहता हूँ—गण्डक पुल का मामला बहुत दिनों में चल रहा है। उस के लिये श्री लाल बहादुर शास्त्री जी ने कहा था कि गण्डक का जो पुल 1923-24 में टूट गया था उस को फिर से बनाने के लिये बजट-एण्ड-मीन्स-आर-बींग-रिवाइज्ड। उस के बाद वह काम बहुत दिनों तक पड़ा रहा। जब श्री ललित नारायण मिश्र के कार्यकाल में हम ने उन का ध्यान उस की तरफ आकर्षित किया तो उन्होंने उस को शुरू करने का फैसला किया और हमारी प्रधान मंत्री श्रीमति इन्दिरा गांधी जी ने

उस का शुभारम्भ भी किया, लेकिन मुझे दुख के साथ कहना पड़ता है कि उस योजना पर काम बहुत धीमी गति से हो रहा है। जो पुन 51-52 साल पहले टूट गया था, उस को बनाने के लिये विशेष धन होना चाहिये उस में सक्रियता होनी चाहिये, जागरूकता होनी चाहिये, ताकि उत्तरी सीमा के पास जाने वाली लाइन जो गोरखपुर से पूर्व की तरफ जाती है उस पर पुल बन जाए और आवश्यकता पड़ने पर हमारे मैनिफेस्ट और युद्ध सामग्री आसानी में जा सके।

मैं इस सम्बन्ध में यहाँ पर यह भी कह दूँ—कि मैं इस मसला के दृष्टिकोण में ज्यादा बताने कहूँगा। इस समय बागबकी में मनस्तीपुर को ब्राड-गेज बनाने का कार्य आरम्भ हो गया है और यह इस दृष्टिकोण में है कि हमारी सीमा सुरक्षित रहे और आवश्यकता पड़ने पर जो भी सामग्री हो, वह जल्दी पहुँचाई जा सके। इसी सम्बन्ध में एक बात यह भी है कि जो लाइन लखनऊ से हो कर मनस्तीपुर जायगी उस को मिलाने के लिये यदि इलाहाबाद से भटनी जंक्शन तक ब्राड-गेज कर दिया जाय तो उस अभिप्राय से यह भी एक बहुत अच्छा काम होगा। इसी सम्बन्ध में मैं यह भी निवेदन कर दूँ कि ऐसी बात नहीं है कि इलाहाबाद से आप को कोई नई लाइन बनानी होगी काशी के पास महुआडीह तक ब्राड-गेज है, उस को मिला देने से काम हो सकता है। उसका सर्वे हो चुका है एस्टीमेट बन चुका है। हमारे मंत्री जी इस की महत्ता को समझने हैं इस लिये इस की तरफ विशेष ध्यान देने की जरूरत है।

इसी तरह से कुछ और भी लाइनें हैं—जिन की तरफ मैं आप का ध्यान आकर्षित करना चाहता हूँ। बरहजसे भटनी जंक्शन तक एक लाइन चलती है जो इस समय घाटे

[अ. १० राजगोश्वर रेलिंग]

में चलती है, इस में केवल तीन स्टेशन हैं। यदि इस लाइन को बढ़ा कर देवरिया, गोरखपुर होते हुए खड्डा, छितौनी तक कर दिया जाय तो एक बहुत बड़ी कमी पूरी हो सकती है। यह देवरिया से उत्तर की तरफ जाने के लिये लाइन बहुत लाभदायक सिद्ध हो सकती है और इस में जो घाटा हो रहा है, वह मुनाफे में बदल सकता है।

रेल मंत्री (श्री कमलापति त्रिपाठी) : क्या देवरिया से खड्डा तक कोई लाइन है ?

श्री विश्व नाथ राय : जी, नहीं है।

श्री कमलापति त्रिपाठी : तब फिर लाइन विछाना डिग्री।

श्री विश्व नाथ राय : जब तक दूसरी लाइन बनेगी, तब तक इस में मुविधा हो सकती है—बरहज से भटनी, भटनी में देवरिया, गोरखपुर होते हुए खड्डा तक ले जा सकते हैं।

एक विशेष बात के लिये मैं माननीय मंत्री जी को धन्यवाद देना चाहता हूँ—जिस के लिये मैंने 10 दिन पहले उन को संकेत किया था और आज उन्होंने राज्य सभा में बतलाया है कि एक नई ट्रेन अब दिल्ली से चलेगी जो काशी तक जायगी मेरा मुझसे इस प्रकार का था कि उस ट्रेन को सबरे दिल्ली से चलाया जाय जो लखनऊ होते हुए काशी तक जाय, उसी तरह से काशी से सबरे एक ट्रेन चले जो लखनऊ होते हुए दिल्ली तक जाय। इस गाड़ी के चलाने से देश की राजधानी का सम्बन्ध प्रदेश की राजधानी के साथ तथा उस के बाद काशी जैसे धार्मिक

और महत्वपूर्ण स्थान के साथ हो जायगा। इस सम्बन्ध में आप ने कहा है कि कुछ सोच-विचार हो रहा है और सम्भवतः यह काम जल्दी हो जायगा—इस के लिये आप को पुनः धन्यवाद देता हूँ।

श्री कमलापति त्रिपाठी : इस का बड़ा विरोध हो रहा है, लोग कहते हैं कि होम-टाउन को चला रहे हैं।

श्री विश्वनाथ राय : जो विरोध करने वाले हैं वे तो विरोध करेंगे ही। अच्छे से अच्छा काम हो, तो भी विरोधी दल लाभ और हानि का ध्यान रखे बिना विरोध करता है—इस से हमें डरना नहीं चाहिये।

माननीय मंत्री जी से मेरा अनुरोध है कि अपने कार्यकाल में वे देश का इस दृष्टिकोण से सर्वे कराये कि कहाँ कहाँ पर रेलवे लाइन बनाने की अत्यन्त आवश्यकता है। घनी आबादीवाले क्षेत्रों में इस की आवश्यकता ज्यादा है। जैसा कई साथियो ने कहा है कि बहुत में ऐसे क्षेत्र हैं जहाँ लोगो ने रेलवे लाइन देखी भी नहीं है। ऐसे क्षेत्रों में जहाँ घनी आबादी नहीं है, रेलवे लाइन खोलने से यह तो ठीक है कि लोग लाइन देखनेंगे, इंजिन देखेंगे लेकिन जनमख्या यदि कम होगी तो वह लाइन लाभप्रद नहीं होगी, उस का उतना उपयोग नहीं हो सकेगा जितना हान चाहिये। इस लिये मेरा अनुरोध है कि रेलवे लाइन ऐसे क्षेत्रों में बनाई जाये जो घनी आबादी के क्षेत्र हो।

अब मैं कुछ छोटी-मोटी बातों की तरफ आप का ध्यान आकर्षित करना चाहता हूँ। बिहार की तरफ से छोटी लाइन पर आनेवाली गाड़ियां जो लखनऊ आती हैं, वे प्रायः देर से पहुँचती हैं। मैं चाहता हूँ कि इस सम्बन्ध में कुछ सुधार किया जाय, यदि टाइम पर पहुँचना सम्भव न हो तो कम से कम इतना अवश्य कर दें कि जहाँ पर मुसाफ़िरी को बाध-

नेज लाइन के लिये ब्रेक्क करना ही, वहाँ पर पर्याप्त समय दिया करें, तार्किट्टेन छूट न जाय। लखनऊ में प्रायः ट्रेन छूट जाती है।

मुसाफ़िरों के लिये सुविधायें बढ़ाने की माँग हर वर्ष की जाती है, लेकिन मैं यह देख रहा हूँ कि सुविधायें बढ़ाना तो दूर रहा, जो सुविधायें इस समय उपलब्ध हैं उन को भी कम किया जा रहा है। रेल मंत्रालय ने थर्ड क्लास तोड़ने के बाद तथा थर्ड क्लास को सैकण्ड क्लास में बदलने के बाद, स्टेशनों पर जो सैकण्ड क्लास के वैटिंग रुम्ज थे, उन को सैकण्ड क्लास वैटिंग रुम्ज में कन्वर्ट करने या फ़र्स्ट क्लास में कन्वर्ट करने के बजाय, उन का उपयोग अन्य कामों में लेना शुरू कर दिया है। इस का नतीजा यह हो रहा है कि न तो फ़र्स्ट क्लास के यात्रियों को सुविधा मिलती है और सैकण्ड क्लास के यात्रियों को सुविधा मिलती है। कानपुर, लखनऊ, गोरखपुर जंक्शनो पर ऐसा ही हो रहा है। गोरखपुर जंक्शन पर हम को बराण्डे में सोना पड़ा, क्योंकि न फ़र्स्ट क्लास में जगह थी और न सैकण्ड क्लास में जगह थी सब जगह बहुत ज्यादा भीड़ थी। इस लिये मेरा अनुरोध है कि उन वैटिंग रुम्ज का उपयोग जनता की सुविधा के लिये किया जाय, दूसरे कामों में उन का उपयोग न किया जाय।

अन्त में मैं यही निवेदन करना चाहता हूँ जिन कामों के बारे में पिछले सत्री महोदय ने आश्वासन दिये थे उन को शीघ्र से शीघ्र पूरा किया जाय तथा जो सुझाव इस समय मैंने आप के सामने रखे हैं, उन पर गम्भीरता से विचार किया जाय तथा उन पर कार्यवाही की जाय।

DR. RANEN SEN (Barasat): Mr. Chairman, Sir, I want to raise two small points, but they are important: from the point of view of the public. Sir, there is the Bangaon section under the Sealdah Division of the Eastern Railway. Mr. Qureshi and Mr. Tripathi, I am raising a small point for your kind consideration.

SHRI KAMLAPATI TRIPATHI: We are very patiently hearing you.

DR. RANEN SEN: Sir, there is the Bangaon section under the Sealdah Division of the Eastern Railway. It is a single track railway line. From there, there are lines which go to Bangladesh. In fact, it is on the border. Now, Sir, from Sealdah up to Dum Dum Junction there are double line. From Dum Dum Junction up to Bangaon, there is single line. Because of this, two things happen. Firstly trains, are very much delayed. This is due to passing of trains, sidings and other things. It takes nearly 2 to 2 and half hours to reach Sealdah from Bangaon though the distance will be roughly 40 miles or so. If there is a double line from Dum Dum Junction which is nearly ten miles from Sealdah, then the train services will be quicker. Secondly, a lot of passengers crowd in the trains because the trains run late and there are few trains in that particular section. For the last seven years, I am trying to get the Railway Board and the Railway Minister accept this proposal which has come from the local public that a double line be constructed—already there is one line—from Dum Dum Junction to Bangaon by phases. I do not say that this 28—30 miles should be covered all at a time. When I raised that question last time, the late Shri L. N. Mishra wrote to me that a techno-economic survey had been done and probably by phases double line from Dum Dum to Borasat and then from Borasat to Bangaon could be done. Again this year also he wrote to me but unfortunately he was killed later. Secondly, more trains should be run between bangaon and Sealdah.

There is another suggestion Passengers coming from Hasnabad have to alight at Barasat and then they have to go to Sealdah by different trains. Mr. Ishaque is now the Deputy Minister of Health and he comes from that place and he made the same suggestion; I do not know whether he will raise his voice again after becoming a Deputy Minister. But it had been the demand of the local people and it

[Dr. Ranoo Sen]

should be conceded that trains should run from Hasnabad to Sealdah straight..

It is said that the techno-economic survey showed that the Bangaon line was unremunerative. It is unremunerative because there are very few trains and the trains are very much overcrowded, giving chance to people to travel without ticket. Because trains are few in number, people prefer to go by bushes which are quicker. If the track is doubled and more trains are run the possibility of travelling without tickets could be minimised by stricter checking and it will become remunerative.

There is another reason also This line touches Bangla Desh and are having good relations with that country. Before Partition, and even after Partition, trains used to run up to Khulna or Dacca from Sealdah. Perhaps sooner than we imagine, at any rate not in the remote future, we may resume that. From that point of view Dum Dum—Bangaon double line scheme should be implemented by the Railway Board

श्री नारायण प्रसाद दास (सीता. टी.) : सभापति जी, सब से पहले मैं स्वर्गीय ललित बाबू को श्रद्धांजलि अर्पित करता हूँ और ईश्वर से प्रार्थना करता हूँ कि उन की दिवंगत आत्मा को शांति दे। मैं रेल मंत्री जी का ध्यान स्व० ललित बाबू की हत्या की ओर ले जाना चाहता हूँ। उन की हत्या गांधी जी की हत्या के बाद देश में सब से बड़ी हत्या है। स्व० ललित बाबू को वह बम 5.45 मिनट पर लगा। लेकिन मैं कहना चाहता हूँ कि वह ट्रेन दो घंटे समस्तीपुर में रुकी रही और स. स्त. पुर से दानापुर जो 100 मील का फासला है वहाँ उन को ले जाया गया जबकि दानापुर में उसी तरह का अस्पताल है जिस तरह का समस्तीपुर में है। जो रेलवे के बड़े डाक्टर थे, बम लगने के बाद उन्होंने कहा कि यह छोटी घटना है

कोई घबड़ाये की बात नहीं। रेडियो में साढ़े सात बजे हम ने सुना कि रेल मंत्री को जान की किसी तरह की चिन्ता नहीं है, उन को दानापुर ले जाया जा रहा है और वे सुरक्षित हैं। दूसरे दिन हम ने सुना कि ललित बाबू घाउट ग्राफ डेंजर हैं, चिन्ता की कोई बात नहीं है। 10.45 मिनट पर एकाएक हम ने उन की मृत्यु की खबर सुनी। वैसे तो भारत सरकार की ओर से सुप्रीम कोर्ट के एक जज मुकर्रर किये गये हैं, लेकिन मैं आप से कहना चाहता हूँ कि आप भी अपने विभागीय जो उच्च अधिकारी हैं उन से पता लगाये कि क्या कारण था कि घटना के बाद उन की उचित तरह से देखभाल क्यों नहीं की गई। अगर किसी को मान काट लेता है, हैजा हो जाता है तो 100 मील की दूरी पर इलाज करने के लिये मरीज को नहीं ले जाया जाता है। डाक्टर या दाव दारू करने वाले रोगी के पास पहुँचाये जाते हैं। मुझे विश्वास है कि उस दिन यदि समस्तीपुर में उसी स्थान पर रेलवे अस्पताल में उन का इलाज होता तो स्व० ललित बाबू जरूर बच जाते जैसा कि हम बिहार के संसद सदस्यो और बिहार की जनता एवं भारत की जनता में यह ख्याल है। इसलिये अपने उच्च विभागीय अधिकारी से हम की भी जांच पड़ताल कराये, और वह डाक्टर रेलवे के बड़े डाक्टर ने जो 100 मील की दूरी पर उन्हें चाय पिला कर और गोली खिला कर ले गया और 11.20 मिनट पर वह ट्रेन पटना पहुँची, वहाँ भी वह गाड़ी 40 मिनट रुकी रही और 12.40 पर दानापुर पहुँची, इस बीच में ललित बाबू के बदन में जो खून था वह निकल गया। उस के बाद आपरेशन हुआ और उन की मृत्यु हो गई। तो यह एक बहुत भयंकर घटना है इस पर पूरी छानबीन आप की ओर से होनी चाहिये।

मेरा अनुरोध है मंत्री जी से कि आप का जो रेल भवन है उस का नाम शहीद ललित नारायण मिश्र स्मारक भवन रखें। जिस तरह पास में श्री स्वर्गीय लाल बहादुर शास्त्री के

नाम से एक भवन है, उसी तरह स्व० ललित बाबू के नाम पर भी एक स्मारक बना होना चाहिये और एक संगमरमर की अच्छी मूर्ति रेलवे या भारत सरकार के खर्च से किसी अच्छे आर्टिस्ट द्वारा बनवाई जाय जिसे को रेल भवन के सामने वाले चौराहे पर स्थापित किया जाय। समस्तीपुर में भी उस प्लेटफार्म पर जहाँ उन्हें बस लगा वहाँ रेल मंत्रालय की ओर से उन का एक सुन्दर चित्र स्मारक के रूप में लगाया जाय।

श्रीमन्, मेरे साथी विश्वनाथ जी ने संसद् सदस्य ने आपका ध्यान बगहा-छितीनी घाट के पुल की तरफ आकर्षित किया है। 1923 में यह पुल टूट गया था। मैं स्मरण दिलाना चाहता हूँ कि इन रों सोनामडी की एक बारात उसी लाइन से उसी दिन गई थी और ज्यों ही गाड़ी ने पुल पार किया, उसके तीन मिनट ही बाद वह पुल बह गया। उस पुल को बनाने के लिए हमारे स्वर्गीय ललित बाबू ने प्रधानमंत्री जी से उसका शिथ्यान्वय कराया था। मेरा आप से अनुरोध है कि वह उत्तरी भारत का एक प्रमुख स्थान है और उस के लिये पैसे की कमी का सबाल स्व० ललित बाबू की मृत्यु के बाद नहीं आना चाहिए और वह पुल जितनी जल्दी हो सके, बनाना चाहिए और उस पुल का नाम भी महीद ललित नारायण पुल रखा जाना चाहिए।

मुझे इस सत्र में बोलने का मौका नहीं मिला है, इस लिए मेरा अनुरोध है कि कम से कम 10 मिनट का समय मुझे और दे दीजिए।

सभापति महोदय: आप के जितने उपयोगी सुझाव थे, वे तो आप ने बता ही दिये हैं। इसलिए आप जल्दी समाप्त करिये।

श्री नारायण प्रसाद दास: श्री मुझे कुछ और स्पेशल प्वाइन्ट्स रखने हैं, अभी तो मैं ने इशारा ही किया है।

सभापति जी, मैं आप के माध्यम से, रेल मंत्री, राज्य रेल मंत्री, और उप मंत्री तीनों से ही यह निवेदन करना चाहता हूँ कि महेन्द्रघाट से पहलेजा घाट के बीच रेलवे की 50 एकड़ जमीन है और इस पर माल ट्रक, बस और स्टीमर में ले जाया जाता है। इस में एक प्राइवेट स्टीमर चलता है जो कि माल बोया करता है। आप के पचासो स्टीमर हैं और आप के हजारों वर्कम बैठे हुए हैं। इस लिए मेरा आप से अनुरोध है कि महेन्द्रघाट ए पहलेजा घाट तक जो प्राइवेट स्टीमर चलता है, उसको जितनी जल्दी हो सके, आप बन्द करवा दें और साथ ही साथ आप के जो पचासो स्टीमर बन्द पड़ें, उन को चालू करा दें, जिन से उत्तरी बिहार और दक्षिणी बिहार को जनाह परेशानी दूर हो सके।

श्रीमन्, पटना में जो रेलवे का ब्रिज बना है, उसका सर्वेक्षण करीब करीब पूरा हो गया है। आप से अनुरोध है कि उत्तरी बिहार और दक्षिणी बिहार को जोड़ने के लिए और उत्तरी बिहार और दक्षिणी बिहार के यात्रियों को सुविधा देने के लिए, जिन जल्दी हो सके पटना में गंगा पर रेलवे को और से ब्रिज बनाने की व्यवस्था भी आप करें।

श्रीमन्, नरकटिया गंज से पहलेजा घाट तक छः महीने पहले एक ट्रैन आती थी लेकिन 150 मील की दूरी तय करने में उत्तर बिहार के यात्रियों को 18 घंटे पहले लाने थे, लेकिन दुख के साथ कहना पड़ना है कि करीब छः महीने से वह एक मात्र ट्रैन जो कि नरकटिया गंज से पहलेजा घाट आती जाया करती थी, वह भी बन्द कर दी गई है। श्रीमन्, यही नहीं स्व० ललित नारायण मिश्र की हत्या के बाद दरभंगा से पहलेजा घाट जो एक ट्रैन आती थी, उसको भी बन्द कर दिया गया है। इसलिए श्रीमन्, मेरा

[श्री न.ग.न्द्र प्र. ५ मा.द.व.]

आप से अनुरोध है कि नरकटियागंज के पहलेआ घाट तक जो ट्रेन पहले आया जाया करती थी, उस को चालू करावे और साथ ही साथ दरभंगा से पहलेआ घाट तक जो एक ट्रेन स्व० ललित बाबू के जमाने में चलती थी, उसे भी आप चालू करावे ।

श्रीमन्, समस्तीपुर से दरभंगा तक बड़ी लाइन के लिए कुछ काम चल रहा है लेकिन दरभंगा से नरकटिया गंज आया सीतामढ़ी तक कोई बड़ लाइन नहीं है । सीतामढ़ी से नेपाल का बोर्डर कहीं 10 मील है और दरभंगा में तो यह सिर्फ दो मील पर है । हालत यह है कि बोर्डर पर हमारे चाइनीज भाई आते हैं और व हमारी क्या सैयारी है, हम ने कितनी सड़क बनाई है, हमारे पास रेल की कितनी लाइने हैं, यह स. देखते रहते हैं । इसलिए सुरक्षा की दृष्टि से, मेरा आप से अनुरोध है कि समस्तीपुर से नरकटिया गंज तक भाया दरभंगा, सीतामढ़ी बड़ी लाइन की व्यवस्था करनी चाहिए । हमारे स्व० ललित बाबू इस को करना चाहते थे और आप से प्रार्थना है कि आप भी इसे को पूरा करे और साथ ही साथ मेरा आप से अनुरोध है कि देश में जो भी पिछड़े हुए इलाके हैं, जहां पर हमारे स्व० ललित बाबू रेल की लाइने बिछाना चाहते थे, वे सभी । काम पूरे होने चाहिए जिस से कि स्वर्गीय ललित बाबू की आत्मा को शान्ति मिले । मेरा आप से अनुरोध है कि आप उन के अधूरे कामों को, जिनको उन्होंने शुरू किया था जितनी जल्दी हो सके, पूरा करावे ।

श्रीमन् निरमली से भपटियाही की पहले रेलवे लाइ थी, 1934 से पहले यह लाइन थी और ट्रेने आया जाया करती थी लेकिन 1934 में बिहार के अन्दर भूकम्प आया था जिसमें यह रेल की लाइन टूट गई

थी । अभी भी वहां पर पुल का कुछ हिस्सा पड़ा हुआ है । हमारे स्व० ललित बाबू इस काम को भी पूरा करना चाहते थे । इसलिए मेरा आप से निवेदन है कि निरमली से भपटियाही तक रेलवे लाइन बननी चाहिए । रेलवे की जमीन है और इस को खरीदने की जरूरत नहीं है । इसलिए निरमली से भपटियाही तक एक रेलवे लाइन की व्यवस्था करनी चाहिए ।

श्रीमन्, मैं रेल मंत्री जी से यह भी कहना चाहूंगा कि सोनबरसा से मुजफ्फरपुर तक एक रेलवे लाइन होनी चाहिए । सन् 1942 की अगस्त क्रान्ति में सीतामढ़ी की जनता ने काफी मुस्ती के साथ आन्दोलन को सफल बनाने के लिए काम किया था, जिस के फलस्वरूप वहां का एस० डी० अ० और इन्स्पेक्टर मारा गया । इसलिए अंग्रेजों ने कुछ हों कर जो सोनबरसा से मुजफ्फरपुर तक रेल की लाइन बिछनी थी, उस को बन्द कर दिया । इसलिए आप से निवेदन है कि इस लाइन को बनवाएं ।

एक मेरा निवेदन यह है कि आप अपने टाइम में कम से कम जो वे बहादुर लोग थे जिन्होंने आन्दोलन को सफल बनाने के लिए अपनी जानें दी और शहीद हुए और बहुत से जेल गये, उन की स्मृति में इस रेलवे लाइन को प्रारम्भ करें । हमारे स्व० ललित बाबू 21 जनवरी 1975 को सीतामढ़ और सोनबरसा जा कर उस को देखना चाहते थे और उन्होंने अपने पहले बजट में कहा भी था और आश्वासन भी दिया था इस सत्र में कि सुनबरसा, मुजफ्फरपुर रेलवे लाइन में बनवाऊंगा । इसलिए आप से निवेदन है कि आप सुनबरसा—मुजफ्फरपुर भाया सीतामढ़—रेल लाइन का निर्माण शीघ्रतया शीघ्र करें ।

जयन्ती जनता जो समस्तीपुर से दिल्ली आती है उसका जो रेलवे स्टाफ है वह समस्तीपुर के बाद कभी पटना में बर्दल दिया जाता है, कभी मुगलसराय में और इसका नतीजा यह

होता है कि वह गाड़ी दो तीन घंटे लेट हो जाती है। मेरा निवेदन है जहाँ उनको रूकूटी घाट घंटे खत्म हो वहाँ उनको आप उठाएँ। ऐसा नहीं होना चाहिये कि दो तीन घंटे के बाद स्टाफ को बदल दिया जाय।

जयन्ती जनता के बारे में मुझे एक बात और कहनी है। स्व० ललित बाबू इसी गाड़ी का उद्घाटन करते हुए शहीद हुए हैं। समस्तीपुर-मुजफ्फरपुर रेलवे लाइन के उद्घाटन के सिलसिले में गए हुए थे। आप जयन्ती जनता को समस्तीपुर से मुजफ्फरपुर तक ले जाएँ और समस्तीपुर के बदले में वह मुजफ्फरपुर से चले।

स्व० ललित बाबू ने हिमाचल प्रदेश के पिछड़े पन को ध्यान में रखते हुए उसको आगे लाने में बड़ा योगदान दिया है। 22 दिसम्बर 1974 को उन्होंने नाल तलवाड़ा रेलवे के निर्माण के काम को शुरू किया। मेरा आप से निवेदन है कि जैसे के कामों की वजह से इस लाइन को आप बन्द न होने दें और जितनी जल्दी हो सके इस लाइन को बनाने की व्यवस्था करें ताकि स्व० ललित बाबू की आत्मा को शान्ति मिल सके।

आपने मुझे जो समय दिया उसके लिए मैं आपको धन्यवाद देता हूँ। बहुत से प्वाइंट्स रह गए हैं जिन को फिर कभी किसी मौके पर मैं आपकी सेवा में रखूँगा।

MR CHAIRMAN There are two points The first point is. Does the House want to sit beyond 7 O'Clock?

SOME HON. MEMBERS. Yes

SHRI RAMAVATAR SHASTRI (Patna) We do not want to sit beyond 7 O'Clock

MR. CHAIRMAN. If Maulana Ishaque Samhall is going to relieve me at 7 O' Clock, I do not mind I have my

own difficulty. Unless there is somebody to relieve me at 7 O'Clock, it will be a problem This is my difficulty I have placed it before you If he relieves me, I don't mind

SHRI RICHHARIA

डा० गोबिन्द दा फिछाविया (भासी)

सब से पहले मैं सदन की ओर से और अपनी ओर से भी तथा देशवासियों की ओर से पंडित जी को बधाई देना चाहता हूँ और उनके साथियों का अभिनन्दन करना चाहता हूँ कि उन्होंने एक बहुत ही अच्छा रेलवे बजट पेश किया है जिसमें देशवासियों ने शान्ति का श्वास लिया है। सभी लोग रेलवे बजट को पढ़ कर और सुन कर प्रसन्नता अनुभव कर रहे हैं।

रेलवे हमारा सब से बड़ा सम्पत्ति है। शान्ति के समय में इसकी आवश्यकता निर्विवाद है और युद्ध के समय भी सेना के बाद दूसरा नम्बर रेलों का आता है। इस सम्पत्ति का काम ठीक तरह से चलाने के लिए, इस में नई स्फूर्ति लाने के लिए, इसके कार्य में तेजी लाने के लिए कुछ काम हमारे नए रेल मंत्री जी करेंगे, ऐसी मैं उन से आशा करता हूँ। इस दृष्टि से मैं समझता हूँ कि जो सुझाव मैं उनको देने वाला हूँ उन में वह सहमत होंगे।

जितने भी आपके कर्मचारी हैं उनको रेलवे के प्रशासन में और रेलों के लाभ में भागीदार बनाया जाना चाहिये ताकि वे समझ सकें कि रेलवे हमारी है और हम को इनको ठीक तरह से चलाना है देश के लिए यह काम करना है।

दूसरा कदम आप यह उठाये कि रेलों में जितनी भी यूनियन हैं चाहे चुनाव के जरिए या किसी दूसरी प्रकार से, उनको समाप्त करके, उनके स्थान पर एक यूनियन आप बनायें क्योंकि कई यूनियन के रहने से अनेकों प्रकार के झगड़े रेलों में होते रहते हैं।

[श्री गोविन्ददास सिन्हाः]

तीसरा अनुरोध मेरा आप से यह है कि आप समय निश्चित कर दें कि फलां तारीख से सारे देश में रेलें ठीक समय से चला करेंगीं। लेट रनिंग की बड़ी पुरानी बीमारी है। हनुमैया जी ने चाहे और कुछ किया हो या न किया हो, एक काम उन्होंने अवश्य किया था। बजट भाषण के उत्तर में उन्होंने कहा था कि बजट अधिवेशन के पूरा होते होते रेलें सही समय पर चलने लगेंगी और उनका सही समय पर चलना शुरू हो गया था। मैं आशा करता हूँ कि आप भी इसी तरह से तारीख निश्चित कर देंगे और चाहे आप जनरल मैनेजर को जिम्मेवार ठहराएँ या रेलवे बोर्ड को यह अत्यन्त आवश्यक है कि सभी ट्रेनों ठीक समय पर चलें।

आपने घोषणा की है और इससे बड़ा सन्तोष भी हुआ है कि स्ट्राइक के बाद जिन रेल कर्मचारियों का हिमा या तोड़फोड़ में हाथ नहीं था उन सब को वापिस ले लिया जाएगा और आप पुरानी फाइलों को मंगा कर देखेंगे। ऐसे कर्मचारियों को तुरन्त वापिस नौकरी पर ले लिया जाना चाहिए। लेकिन आपके उच्च अधिकारियों ने एक नारा सा दे दिया है, एक बहाना सा बना लिया है कि इन लोगों ने भड़काने का काम किया है और इनको वापिस नहीं लिया जा सकता है। भासी में सेंट्रल रेलवे का डिविजन है। वहाँ पर सब से कम हड़ताल का असर पड़ा और सब से अधिक कर्मचारी हड़ताल के दिनों में काम कर आए। लेकिन फिर भी कुछ लोगों को तीन तारीख को गिरफ्तार कर लिया गया था जबकि हड़ताल आठ तारीख को होने वाली थी और अब तक भी उनकी काम पर वापिस नहीं लिया गया है। वे न जेल में रहे, न तोड़फोड़ में उन्होंने हिंसा लिया और नहीं किसी प्रकार की हिंसा में उनका हाथ है लेकिन अब तक भी उनकी वापिस नहीं लिया गया है। मेरा अनुरोध

है कि उनकी फाइलें मंगा कर आप देखें और उनको शीघ्र काम पर वापिस लेने के लिए आर्डर पास करें। यह आपकी जो नीति है तथा घोषणा है उसके अनुरूप होगा। मेरा खयाल है कि आप इनकी कृपा अवश्य करेंगे।

19 hrs.

अब मैं एक ऐसा सुझाव देना चाहता हूँ जिसमें आपका खर्चा कोई अधिक नहीं होगा लेकिन लाभ बहुत होगा और अगर खर्चा होगा भी तो वह जो आमदनी होगी उससे पूरा हो जायगा। आपन दिल्ली से आगरे के लिए ताज एक्सप्रेस चालू की है। वह वहाँ जाती है और वापि आ जाती है। यदि उसी इंजन से और उसमें एक गाड़ी बोगी और बड़ा दर उसको आप भांसी तक ले जायें उसी शाम और फिर उसे भांसी और आगा की सवारियों को ले कर दिल्ली वापिस ले जायें तो खजुराहों के तमाम यात्री, विदेशी पर्यटक उस में आ जा सकते हैं और यह गाड़ी उनके लिए बहुत अच्छी सिद्ध हो सकती है। विदेशी पर्यटकों के लिए बड़ा आने के लिए अभी तक कोई अच्छी गाड़ी नहीं है। उनको सुविधा भी हो जाएगी और आपको अधिक खर्चा भी नहीं करना पड़ेगा। यह एक बहुत सुन्दर काम होगा। ताज और खजुराहों देख कर भासी वापिस दिल्ली उसी दिन शाम को आ सकते हैं। इसलिए इसका भी तुरन्त आदेश देकर इसको चालू करें। मुझे यह पता लगा है कि अधिकारी यह कहते हैं कि भासी तक पहुँचाने से उसकी सफाई आदि की व्यवस्था नहीं होगी।

लेकिन मैं आपसे निवेदन करना चाहता हूँ कि श्री कृष्ण चन्द्र जिस समय डी० ए० ये भासी में, उनकी अध्यक्षता में एक मीटिंग हुई थी। उन्होंने हिसाब लगाकर बताया था कि भासी में अधिक कर्मचारी रखकर इसकी सफाई की व्यवस्था की जा सकती है। उन्होंने खुद भी सुझाव दिया था, क्योंकि

यह टेक्निकल आदमी थे, कि इस गाड़ी को
 जाली तक ले जाया जा सकता है और ठीक
 समय पर आसानी से दिल्ली जाया जा सकता
 है।

इसी तरह से उत्तर प्रदेश के पूर्वी जिलों
 के हज़ारों नहीं लाखों कर्मचारी बम्बई में
 काम करते हैं।

MR. CHAIRMAN: Now it is be-
 yond seven. You can continue to-
 morrow. We adjourned now till
 11 A.M. tomorrow.

19.01 hrs.

The Lok Sabha then adjourned till
 Eleven of the Clock on Friday March
 7, 1975/Phalguna 16, 1896 (Saka).